



SAN FRANCISCO REDEVELOPMENT AGENCY



**1450 Franklin Street
Residential Use Project**

COMMENTS AND RESPONSES

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State Clearinghouse No. 2008022100

November 18, 2008

Draft EIR Publication Date: July 28, 2008
Draft EIR Public Hearing Date: August 5, 2008
Draft EIR Public Comment Period: July 28, 2008 –September 11, 2008

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**1450 Franklin Street
Environmental Impact Report
COMMENTS AND RESPONSES**

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I. INTRODUCTION

A. THE COMMENTS AND RESPONSES DOCUMENT

This “Comments and Responses” document contains the comments received on the Draft Environmental Impact Report (“EIR”) for the proposed 1450 Franklin Street residential use project and responses to the comments received. The Draft EIR identified the likely environmental consequences associated with the project, and recommended mitigation measures to reduce potential significant impacts. This document responds to all substantive comments received during the Draft EIR public review period from July 28, 2008 to September 11, 2008 and makes revisions to the Draft EIR as necessary in response to those comments.

This document (which also includes text changes to the Draft EIR as indicated herein), together with the Draft EIR, will constitute the Final EIR when the San Francisco Redevelopment Agency (“Agency”) certifies it as complete and adequate under the California Environmental Quality Act (“CEQA”).

B. ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with other public agencies having jurisdiction over a proposed project (“responsible agencies” and “trustee agencies”), and to provide other public agencies, the general public and project applicant with an opportunity to comment on the Draft EIR. The Comments and Responses component of the EIR is intended to respond to comments received during the Draft EIR public review period on the adequacy of the approach and analysis in the Draft EIR. Comments regarding the merits of and concerns about the project itself should be

directed to the Redevelopment Agency Commission to assist with its consideration of the proposed project at a public meeting after the certification (determination of completeness) of the EIR. Although some comments do not pertain to physical environmental issues, in certain instances, responses are included to provide additional information related to the proposed project.

The Draft EIR was distributed to local and state responsible and trustee agencies, and the general public was advised of the availability of the Draft EIR. The public hearing was held on August 5, 2008, and the public comment period review period began on July 28, 2008 and ended on September 11, 2008. Copies of all written comments received on the Draft EIR and the transcript of the public hearing are contained in this report.

C. METHOD OF ORGANIZATION

This Comments and Responses document for the proposed 1450 Franklin Street residential use project contains information in response to concerns raised during the public comment period. This report is organized as follows:

- **Chapter I**, this introductory chapter.
- **Chapter II** contains a list of all persons, agencies and organizations that submitted written comments on the Draft EIR and that provided oral comments at the public hearing held on August 5, 2008.
- **Chapter III** contains comment letters received during the comment period and the responses to each comment. Each comment is labeled with a number in the margin and the response to each comment is presented immediately after the comment letter.
- **Chapter IV** contains a transcript of the public hearing held on August 5, 2008, and the responses to the oral comments received during the public hearing. Each comment is labeled with a number in the margin and the response to each comment is presented immediately after the public hearing transcript.
- **Chapter V** contains changes to the Draft EIR text.

II. LIST OF PERSONS, AGENCIES AND ORGANIZATIONS WHO SUBMITTED ORAL OR WRITTEN COMMENTS

The following persons, agencies, and organizations submitted written comments during the July 28, 2008 to September 11, 2008 public review period for the 1450 Franklin Street Residential Use Project Draft EIR, or provided oral comments at the August 5, 2008, public hearing.

Gerald D. Adams, San Francisco Towers Residents Association; (written comments, August 1, 2008)

Rana Ahmadi, San Francisco Municipal Transportation Agency; (written comments, September 5, 2008)

Commissioner London Breed; (oral comments, August 5, 2008)

Lisa Carboni, District Branch Chief, Local Development – Intergovernmental Review, California Department of Transportation; (written comments, August 25, 2008)

Deborah Colton; (written comments, September 2, 2008)

Susan Colton; (written comments, September 2, 2008)

Commission President Francee Covington; (oral comments, August 5, 2008)

Jack A. Gold, Executive Director, San Francisco Architectural Heritage; (oral comments, August 5, 2008 and written comments, September 11, 2008)

Patricia Lovelock; (oral comments, August 5, 2008 and written comments, September 10, 2008)

M. Bridget Maley, President, Landmarks Preservation Advisory Board; September 4, 2008 and Attachment from Robert W. Cherny, Vice President, Landmarks Preservation Advisory Board dated March 26, 2008

II. LIST OF PERSONS COMMENTING

M. Bridget Maley, President, Landmarks Preservation Advisory Board; September 11, 2008

Evy Pearce; September 10, 2008

Mrs. Bland Platt, G. Bland Platt Associates; September 11, 2008

Tom Price, Project Manager, Brownfields and Environmental Restoration Program,
California Department of Toxic Substances Control; August 26, 2008

Robert A. Reingold; (oral comments, August 5, 2008 and written comments, August 26,
2008)

Commissioner Darshan Singh; (oral comments, August 5, 2008)

Commissioner Rick Swig (oral comments, August 5, 2008)

Rev. Arnold Townsend, (oral comments, August 5, 2008)

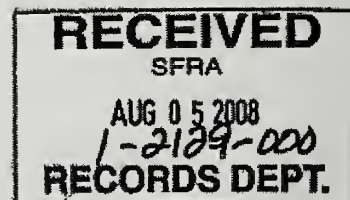
III. WRITTEN COMMENTS AND RESPONSES

This chapter includes a reproduction of the comment letters on the Draft EIR received during the public review period (July 28, 2008 through September 11, 2008) and responses to the written comments. Each document containing comments on the Draft EIR is reproduced in its entirety, and is immediately followed by responses to the comments in it. Written comments are arranged in alphabetical order by the name of the commenter. Each comment and response is labeled with a reference number in the margin.

Where the same comment has been made more than once, a response may direct the reader to another numbered comment and response.

Letter #1

Gerald D. Adams
1661 Pine St., Apt. 1028
San Francisco CA 94109-0412
E mail: gadams39@aol.com
Telephone (415) 447-5715
Fax (415) 447-5161



August 1, 2008

Mr. Stan Muraoka, Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue - Fifth Floor
San Francisco CA 94103

Dear Mr. Muraoka:

Re: Draft Environmental Impact Report, 1450 Franklin Street

1-1

As a member of the Residents Council of San Francisco Towers at 1661 Pine St., I share the concern of this body as to the wellbeing of our elderly, frail residents, especially as they are subjected to high velocity winds along Franklin and neighboring streets.

Our residents will want to know the outcome of studies of cumulative wind effects as they are affected by the above project.

1-2

Again, given their vulnerability, our residents would also be concerned about increased levels of motor vehicle traffic in the area as affected by the project. Hence, we are interested in further details than are apparent in the Draft Environmental Impact Report, so please keep us informed as to how the sponsor intends to mitigate these effects.

Very truly yours,

A handwritten signature in black ink, appearing to read "Gerald D. Adams".

Gerald D. Adams

Cc: Jerry Manning, President, San Francisco Towers Residents Association

**LETTER
#1
RESPONSE**

Gerald D. Adams
San Francisco Towers Residents Association
August 1, 2008

1-1 Comment: As a member of the Residents Council of San Francisco Towers at 1661 Pine St., I share the concern of this body as to the wellbeing of our elderly, frail residents, especially as they are subjected to high velocity winds along Franklin and neighboring streets. Our residents will want to know the outcome of studies of cumulative wind effects as they are affected by the above project.

Response: As noted on pages 24 and 25 in the Initial Study, large buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. To provide a comfortable wind environment for San Franciscans, the City established specific comfort criteria for evaluation of proposed buildings.¹ The pedestrian comfort criteria are based on pedestrian-level wind speeds, which include the effects of turbulence. These adjusted wind speeds are referred to as “equivalent wind speeds.” The *San Francisco Planning Code* (“*Planning Code*”) establishes an equivalent wind speed of 7 miles per hour (“mph”) in seating areas and 11 mph in areas of substantial pedestrian use as comfort criteria. New buildings and new additions to buildings may not cause ground-level winds to exceed these levels more than 10 percent of the time year-round between 7:00 a.m. and 6:00 p.m. If existing wind speeds exceed the comfort level, new buildings and additions must be designed to reduce ambient wind speeds to meet these requirements. An exception to this requirement may be permitted but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind-baffling measures cannot be adopted without unduly restricting the development potential of the building site in question. Even though the *Planning Code* is not applicable to this project, the Agency will impose its wind criteria and mitigation standards.

The *Planning Code* also establishes as a hazard criterion an equivalent wind speed of 26 miles per hour for a single full hour per year. No buildings or additions to buildings would be

¹ The *Planning Code* specifically outlines these criteria for several districts within the city. For CEQA purposes, the provisions of Section 148 apply city-wide, as laid out here.

permitted that would cause wind speeds to exceed the hazard level for more than one hour of any year. This hazard criterion is comparable to a comfort criterion of 36 mph.

A wind tunnel test was performed to determine the potential wind effects of the proposed project, the results of which are summarized on pages 24 to 25 in the Initial Study. A 1-inch to 50-foot scale model of the project site and surrounding blocks was constructed to simulate existing, proposed project, and cumulative conditions. In addition to the proposed building at 1450 Franklin Street, the cumulative scenario also included construction of two recently proposed projects, a 240-foot-tall residential tower at the corner of Franklin and Pine Streets (1634 Pine Street) and the California Pacific Medical Center (“CPMC”) at the corner of Post and Franklin Streets.

Current, post-project, and cumulative wind speeds were calculated at 24 pedestrian-level test points located on sidewalks surrounding the project block and at other nearby locations along Franklin Street, Sutter Street, and Van Ness Avenue. The existing average of the wind speeds for all 24 test points is 10.2 mph, representing moderate to windy conditions. The *Planning Code’s* 11-mph pedestrian comfort criterion is currently exceeded at seven of the test point locations, while the 36-mph hazard criterion is not exceeded at any of the test points.

Under project conditions, the average wind speed for all 24 test points would increase from 10.2 to 10.7 mph, and would range from 7 to 15 mph at individual locations. Wind speeds of 14 mph would occur at four locations. Compared to existing conditions, wind speeds would increase at eight locations, decrease at six locations, and remain unchanged at the remaining ten locations. As under existing conditions, the hazard criterion would not be exceeded at any test point location under project or cumulative conditions.

The wind speed study noted that the siting of any large structure will alter local wind flows, speeding up the wind at some locations and slowing it down at others. Implementation of the proposed project would not increase the net number of pedestrian comfort criterion exceedances currently occurring (seven exceedances). The proposed project would eliminate exceedances at two of the four test points immediately surrounding the project site, mid-block on Fern and Bush Streets. However, eight pedestrian comfort criterion exceedances

would occur under cumulative conditions, representing a net increase in ambient wind speeds. This would be potentially significant impact, which would be reduced to a less-than-significant level through implementation of the following mitigation measure found on pages 9 and 92 of the Draft EIR. This mitigation measure has been corrected, as shown, to correctly identify the Agency rather than the Office of Environmental Review as the reviewing/approving agency:

The project applicant shall plant street trees along all three street frontages of the project site to reduce pedestrian-level wind speeds. The project applicant shall also explore the use of wind baffles or other building façade design modifications to further reduce the potential for exceedances of the pedestrian comfort criterion. These building and site modifications shall be subjected to an additional wind tunnel study to demonstrate that the proposed building would not result in additional exceedances, beyond those currently existing, of the 11-mph equivalent wind speed in pedestrian use areas under project and/or cumulative conditions. If the project is unable to conform to this requirement, the project sponsor shall demonstrate to the satisfaction of the Agency ~~Office of Environmental Review~~ that it is not feasible to modify the building to meet the requirement without restricting the development potential of the site.

- 1-2 Comment:** Again, given their vulnerability, our residents would also be concerned about increased levels of motor vehicle traffic in the area as affected by the project. Hence, we are interested in further details than are apparent in the Draft Environmental Impact Report, so please keep us informed as to how the sponsor intends to mitigate these effects.

Response: Pages 75 and 76 of the Draft EIR present an assessment of the additional project-generated vehicles on intersection levels of service at the study intersections. During the weekday PM peak hour, with the addition of the 39 project-generated vehicles to the local street network, all study intersections would continue to operate at acceptable conditions of LOS D or better. Based on the San Francisco Planning Department's environmental impact significance criteria for traffic (presented on page 69 of the Draft EIR), the project would not result in any significant impacts, and therefore mitigation measures would not be required.

III. WRITTEN COMMENTS AND RESPONSES

Nevertheless, as described in Response to Comment #3-1, the Agency will require improvement measures as part of the project to improve conditions where there would not be significant impacts.

Letter #2



"Ahmadi, Rana"
 <Rana.Ahmadi@sfmta.com>
 09/05/2008 05:45 PM

To "Muraoka, Stanley" <Stanley.Muraoka@sfgov.org>
 cc "Robbins, Jerry" <Jerry.Robbins@sfmta.com>
 bcc
 Subject 1450 Franklin Street

Hi Stan:

Thank you for the opportunity to comment of the DEIR for the 1450 Franklin Street project. Based on our previous conversation we are submitting our comments through an email instead of the formal DEIR commenting process. We would like however to make sure that our comments are addressed. Here are our comments:

- 2-1

The project provides ingress and egress to the Porte Cochere from the Fern Alley. The curb cut is very close to Franklin Street. Fern is a one-way west-bound alley. Cars exiting the Porte Cochere would have to make a very sharp u-turn to take the north-bound direction on Franklin. In addition, cars may want to enter the Porte Cochere from Franklin instead of driving around the block to enter Fern Alley from Van Ness Avenue.
- 2-2

We recommend that the curb-cut on Fern Alley be shortened so that only in-going traffic could be accommodated. Vehicles leaving the Porte Cochere can easily exit from Franklin. There is also no maneuvering room for the cars to make a u-turn inside the Porte Cochere to exit on Fern Alley.
- 2-3

The garbage collection and pick-up are not discussed in the DEIR. We would like to make sure there is a designated garbage storage and recycling area and that the trash bins do not block the alley or Franklin Street while waiting for the pick-ups. The garbage pick-up trucks should not block the traffic by double-parking, since Franklin is a major south-north arterial road.

Thanks,

Rana Ahmadi
 SFMTA, Municipal Transportation Agency
 Strategic Transportation Section
 1 South Van Ness Avenue, 7th Floor
 San Francisco, CA 94103

Tel: 415-701-4451
 Fax: 415-701-4343
 rana.ahmadi@sfmta.com

LETTER
#2
RESPONSE

Rana Ahmadi
San Francisco Municipal Transportation Agency
September 5, 2008

2-1 Comment: The project provides ingress and egress to the Porte Cochere from the Fern Alley. The curb cut is very close to Franklin Street. Fern is a one-way west-bound alley. Cars exiting the Porte Cochere would have to make a very sharp u-turn to take the north-bound direction on Franklin. In addition, cars may want to enter the Porte Cohere from Franklin instead of driving around the block to enter Fern Alley from Van Ness Avenue.

Response: As indicated by the commenter, the project would provide a driveway on Fern Street that would provide access to the ramp leading to the second and third story parking levels accommodating 43 parking spaces, and would form a porte-cochere with the primary driveway on Franklin Street. Vehicles on Franklin Street would be able to access the garage directly from the Franklin Street driveway, instead of driving around the block to enter the driveway from Fern Street.

The design of the garage access would be approved by the Redevelopment Agency Commission and may or may not include both driveways on Fern Street. Since the west driveway on Fern Street would be located very close to Franklin Street, drivers exiting the building would need to make a sharp right turn to position themselves westbound on Fern Street approaching Franklin Street. To eliminate the constrained maneuver, the driveway could be designed to accommodate inbound flow only, and all exiting vehicles would leave via the Franklin Street driveway. Providing an access to the second- and third-story parking levels from Fern Street would facilitate access to the project site from the north and east via Van Ness Avenue southbound and Fern Street.

2-2 Comment: We recommend that the curb-cut on Fern Alley be shortened so that only in-going traffic could be accommodated. Vehicles leaving the Porte Cochere can easily exit from Franklin. There is also no maneuvering room for the cars to make a u-turn inside the Porte Cochere to exit on Fern Alley.

Response: As indicated in Response to Comment #2-1, the design of the garage access would be approved by the Redevelopment Agency Commission. Providing for inbound-only access from Fern Street would eliminate the constrained maneuver, as noted by the commenter. Providing an access to the second- and third-story parking levels from Fern Street would facilitate access to the project site from the north and east via Van Ness Avenue southbound and Fern Street.

- 2-3 Comment:** The garbage collection and pick-up are not discussed in the DEIR. We would like to make sure there is a designated garbage storage and recycling area and that the trash bins do not block the alley or Franklin Street while waiting for the pick-ups. The garbage pick-up trucks should not block the traffic by double-parking, since Franklin is a major south-north arterial road.

Response: A trash and recycling room would be provided on the ground-floor level, as shown on Figure 3 on page 21 of the Draft EIR. For trash/recycling pickup, trash containers would be transported by the building staff from the trash room to the curb via a six-foot-wide corridor to Fern Street at the time of trash pickup and returned following pick-up, or the trash collector would access the building through the garage to retrieve the trash containers. Building management would coordinate with the trash collection company regarding the specific locations of garbage containers, and whether pickup would occur on Franklin Street or Fern Street. On Franklin Street, trash collection vehicles would double-park (as they do throughout the city); however, since trash collection typically occurs during the early morning hours when traffic volumes are low, and since Franklin Street has three travel lanes during non-peak periods, trash collection activities would not substantially affect traffic flow on Franklin Street.

Letter #3

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

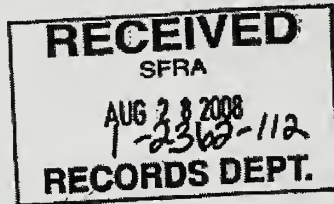
ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY 711



*Flex your power!
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August 25, 2008

SF101179
SF-101-6.8
SCH 2008022100

Mr. Stanley Muraoka
San Francisco Redevelopment Agency
1 South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Dear Mr. Muraoka:

1450 Franklin Street Mixed-Use Project – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Department) in the environmental review process for the 1450 Franklin Street Mixed-Use project. We reviewed the Draft Environmental Impact Report and have the following comments:

Community Planning

To lessen the potential traffic impacts on State roads and facilities, consider improving pedestrian access and path of travel by:

- Improving crosswalks at all intersections with Americans with Disability Act (ADA) compliant ramps and pedestrian countdown signal-heads that are audible for people with visual impairments.
- Adopting Travel Demand Management (TDM) policies for developments (i.e. lower parking ratio, car-sharing programs, transit subsidies, etc.) to encourage public transit use.
- Provide wide sidewalk width to accommodate pedestrian circulation on public right-of-way.
- Provide Pedestrian Access Route (PAR) elevation across driveways along Fern Street and Franklin Street as required by the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG).
- Provide good visibility and sight distance for pedestrians and vehicles.
- Provide detectable warnings at all driveways and at vehicle entrances that form a porte-cochere.

Encroachment Permit

Any work or traffic control within the State Right-of-Way (ROW) requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

"Caltrans improves mobility across California"

Mr. Stanley Muraoka/ San Francisco Redevelopment Agency
August 25, 2008
Page 2

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,

A handwritten signature in black ink that reads "Lisa Carboni". The signature is written in a cursive, flowing style.

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

LETTER
#3
RESPONSE

Lisa Carboni
District Branch Chief
Local Development – Intergovernmental Review
California Department of Transportation Agency
August 25, 2008

3-1 Comment: To lessen the potential traffic impacts on State roads and facilities, consider improving pedestrian access and path of travel by:

- Improving crosswalks at all intersections with Americans with Disability Act (ADA) compliant ramps and pedestrian countdown signal-heads that are audible for people with visual impairments.
- Adopting Travel Demand Management (TDM) policies for developments (i.e. lower parking ratio, car-sharing programs, transit subsidies, etc.) to encourage public transit use.
- Provide wide sidewalk width to accommodate pedestrian circulation on public right-of-way
- Provide Pedestrian Access Route (PAR) elevation across driveways along Fern Street and Franklin Street as required by the ADA Accessibility Guidelines for Buildings and Facilities (ADAAG).
- Provide good visibility and sight distance for pedestrians and vehicles.
- Provide detectable warnings at all driveways and at vehicle entrances that form a porte-cochere.

Response: The transportation impact analysis presented on pages 75 to 86 of the Draft EIR did not identify any significant transportation impacts related to the project, and therefore mitigation measures would not be required. However, the Agency will require improvement measures as part of the project to improve conditions where there would be non-significant impacts, particularly pedestrian impacts, as noted by the commenter. Improvement measures would enhance the pedestrian environment, and reduce the non-significant impacts associated with the residential parking demand.

The following improvement measures would be required and are added to the Draft EIR on page 86:

- As an improvement measure to reduce the project's residential parking demand and shortfall, and to encourage the use of alternative modes, the project sponsor shall provide a transportation insert to be included in the move-in packet for residents that would provide information on transit service, information on where FastPasses could be purchased, information on the regional 511 Rideshare Program, and location of nearby car-share pods.
- As an improvement measure to enhance pedestrian safety in the vicinity of the project driveways, and as appropriate to meet the Agency and San Francisco Department of Building Inspection building design requirements, the project would be required to include detectable visual and audible warnings at all project driveways.

Other items noted by the commenter are either not applicable within the existing transportation network in the vicinity of the project site, or would be included, as appropriate, as part of project design and/or project construction documents. Of these items, improvement measures that are added to Draft EIR page 86 are shown with double underlining.

- Crosswalks and pedestrian countdown signals are currently provided at the adjacent intersection of Franklin/Bush. Pedestrian signals are also provided at the intersections of Franklin/Pine, and Van Ness/Bush. ADA-compliant ramps are installed at all nearby signalized intersections. The sidewalk on the east side of Franklin Street at Fern Street is planned to be reconstructed by the San Francisco Department of Public Works to include ADA-compliant ramps.
- The project site is within a developed area, where the transportation system, including sidewalks, has been built out. As part of project construction, any sidewalk adjacent to the project site that would be reconstructed would comply with City and County of San Francisco and ADA requirements.

- As part of project construction, all driveways into the project site that would be constructed would comply with City and County of San Francisco and ADA requirements.
- The location of the project site at the southeast corner of the intersection of Franklin/Bush with driveways on Franklin Street and Fern Street allows for good visibility and adequate sight distances for pedestrians and vehicles.

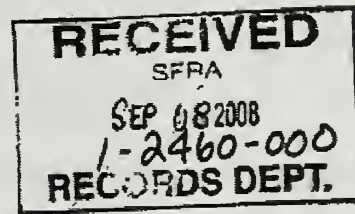
Also see Response to Comment #1-2.

3-2 Comment: Any work or traffic control within the State Right-of-Way (ROW) requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Response: The proposed project is located on Franklin Street and Bush Street, one block west of Van Ness Avenue, and its construction would not require any encroachment onto a State right-of-way (the nearest State right-of-way is Van Ness Avenue). Therefore a Caltrans encroachment permit would not be required.

Letter #4



1483 Sutter St #611
San Francisco, CA 94109

September 2, 2008

Stanley Muraoka
Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue
5th Floor
San Francisco, CA 94103

Dear Mr. Muraoka:

Please do not demolish the building at 1450 Franklin St.! This building is one of the more appealing buildings in the neighborhood; its small stature allows light to reach the street, and its detailing and apparent age, along with the particular business that has inhabited it for decades (which granted perhaps cannot be taken into account in this situation) make it one of increasingly few buildings in the neighborhood with charm and character. Residents in the area notice and appreciate this building and it engages many of us and makes us smile as we walk past it...

San Francisco is a unique city which must value its historical resources; let's redevelop blight, not the buildings that already help make the city as special as it is.

Thank you.

Sincerely,

Deborah Colton

4-1

LETTER

#4

RESPONSE

Deborah Colton

September 2, 2008

- 4-1 Comment:** Please do not demolish the building at 1450 Franklin St. This building is one of the more appealing buildings in the neighborhood; its small stature allows light to reach the street, and its detailing and apparent age, along with the particular business that has inhabited it for decades (which granted perhaps cannot be taken into account in this situation) make it one of increasingly few buildings in the neighborhood with charm and character. Residents in the area notice and appreciate this building and it engages many of us and makes us smile as we walk past it...

San Francisco is a unique city which must value its historical resources; let's redevelop blight, not the buildings that already help make the city as special as it is.

Response: Comment noted. The comment does not pertain to the adequacy of the Draft EIR and no further response is required. The commenter will have the opportunity to address her concerns to the Redevelopment Agency Commission when it considers the proposed project.

Letter #5

1483 Sutter St #611
San Francisco, CA 94109

September 2, 2008

Stanley Muraoka
Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue
5th Floor
San Francisco, CA 94103

RE: 1450 Franklin St.

Dear Mr. Muraoka:

I have walked past this building for years and it has always made me smile. When I recently saw the posting that it was slated for demolition, I found that other neighbors feel the same way. The building is one of fewer and fewer remnants of human-sized architecture in the area, and "automotive repair facility" describes the business in it far less accurately than does, say, "classic car showcase" – which better lets you visualize the gleaming old Jaguar sports car in the big, friendly, street-level window...

Please do not deprive our neighborhood of the building at 1450 Franklin St!

Thank you.

Sincerely,


Susan Colton

5-1

LETTER
#5
RESPONSE

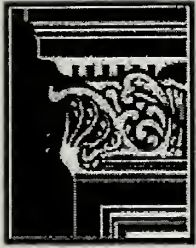
Susan Colton
September 2, 2008

5-1 Comment: I have walked past this building for years and it has always made me smile. When I recently saw the posting that it was slated for demolition, I found that other neighbors feel the same way. The building is one of fewer and fewer remnants of human-sized architecture in the area, and “automotive repair facility” describes the business in it far less accurately than does, say, “classic car showcase”—which better lets you visualize the gleaming old Jaguar sports car in the big, friendly, street-level window...

Please do not deprive our neighborhood of the building at 1450 Franklin St.

Response: Comment noted. The comment does not pertain to the adequacy of the Draft EIR and no further response is required. The commenter will have the opportunity to address her concerns to the Redevelopment Agency Commission when it considers the proposed project.

Letter #6



**SAN FRANCISCO
ARCHITECTURAL
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Mark Sarkisian

David P. Wessel

Jack A. Gold
Executive Director

September 11, 2008

Mr. Stanley Muraoka
Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

Dear Mr. Muraoka:

San Francisco Architectural Heritage thanks you and the project team for the September 9, 2008 presentation of the proposed development at 1450 Franklin Street to the Issues Committee. Because our review occurred two days before the close of the public comment period on the Draft Environmental Impact Report (DEIR) Heritage will focus the comments in this letter on the DEIR issues and will provide additional comment on the merits of the project for the Redevelopment Agency's consideration in the near future.

The DEIR analysis of historic resources is inadequate and should be expanded to provide a more complete assessment of the eligibility of the existing building as a contributory building to a potential Multiple Property Submission (MPS) Auto Row Historic District. The Historic Resources Evaluation (HRE) Report prepared for this building, which is referenced in the historic resources element of the DEIR, is inadequate in its evaluation of the resources of significance. While the DEIR acknowledges the building as an eligible contributing historic resource to a potentially eligible historic district it does not fully examine the effect the proposed demolition would have on the district's eligibility and should be examined further. Without this information it is not possible to determine the severity of the project's impact on the historic resources.

6-1

We have concerns that the Draft EIR does not provide a sufficient comprehensive history of the building and the area. The history of both the building and its architect are brief and cursory, and further detailing is needed to effectively analyze the resource and its significance. Additionally, the use of the Van Ness Avenue Plan as justification for the proposed project is inaccurate and misleading. The statement on Pages 46-55 that the building is not listed as a "significant" or "contributory" building to the Van Ness Avenue portion of the San Francisco General Plan is inconsequential, as the building site is not within the jurisdiction of the Van Ness Avenue Plan. The plan does not extend to Franklin Street at the location of this site, and therefore does not include the building. As such, the Van Ness Avenue Plan's primary stated goal of the "creation of significantly higher residential densities" in the Van Ness Avenue

6-2

6-3...

Corridor is also inapplicable to this site. It is inaccurate and inappropriate to use the Van Ness Avenue Plan as any justification for the proposed project.

...6-3

Heritage also believes that the DEIR does not adequately address preservation alternatives. Specifically, Alternative C: Reduced Alternative with Partial Preservation proposes a reduced building height and reduced unit number, which results in it being a less-desirable alternative for both the project sponsor and the Redevelopment Agency due to economic infeasibility and the loss of housing units. The DEIR should analyze a more realistic partial preservation alternative with the same dwelling unit count, as a way of meeting the project sponsor's objectives of higher density use. Issues Committee members were not persuaded by the presenters that a true preservation alternative containing the same unit count as the proposed project had been thoroughly analyzed or that it was Infeasible. It is particularly noteworthy that the existing building is a garage and contributes substantially to the character of its urban context, but the proposed replacement building would present a blank face at the street level – concealing new garage space. We believe the Redevelopment Agency is duty-bound to study more rigorously the potential for retaining this urban asset, especially in light of the perfect match between the original and proposed uses for the first two stories of the site. Heritage believes that the DEIR needs substantial revision in this area and that it is possible to preserve the historic resource and substantially meet the project sponsor's goals.

6-4

The current proposal is not responsive to the character of the neighborhood in terms of land use and design characteristics relating to its context in a potential historic district (such as massing, size, scale, and architectural features). The DEIR should be revised to fully address these issues on an individual project and cumulative basis. Heritage understands the Redevelopment Agency's requirement to place residential units above the third story, but believes that this design's treatment of the base of the building as parking and vehicular access with a small amount of commercial space on one corner is inconsistent with the Agency's goal to enliven the streetscape, and would result in significant undesirable environmental impacts on the streetscape and pedestrian safety. Its development is also not in line with the current direction of planning policy in San Francisco, specifically with regards to preservation, affordable housing, and off-street parking policies.

6-5

Heritage does not believe the mitigations in the draft EIR are adequate under the CEQA Guidelines and the Agency's obligation to the community. While the archival documentation is important, it is not commensurate with the significant adverse impacts on historic resources that would result from this development. At a bare minimum, if the Agency is going to propose demolition,

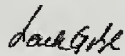
6-6...

the project sponsor should contribute to the Agency's funding and completion of a full survey of the MPS district and its nomination to the National Register, under the guidance of the San Francisco Landmarks Preservation Advisory Board.

...6.6

We thank you for the opportunity to comment on this DEIR, and respectfully request that the Redevelopment Agency take our concerns into consideration.

Sincerely,



Jack A. Gold
Executive Director

**LETTER
#6
RESPONSE**

Jack A. Gold
Executive Director
San Francisco Architectural Heritage
September 11, 2008

6-1 Comment: The DEIR analysis of historic resources is inadequate and should be expanded to provide a more complete assessment of the eligibility of the existing building as a contributory building to a potential Multiple Property Submission (MPS) Auto Row Historic District. The Historic Resources Evaluation (HRE) Report prepared for this building, which is referenced in the historic resources element of the DEIR, is inadequate in its evaluation of the resources of significance. While the DEIR acknowledges the building as an eligible contributing historic resource to a potentially eligible historic district it does not fully examine the effect the proposed demolition would have on the district's eligibility and should be examined further. Without this information it is not possible to determine the severity of the project's impact on the historic resources.

Response: The Draft EIR discussion on historical resources references a potential Van Ness Avenue Multiple Property Submission ("MPS") Historic District on pages 50 and 51, and notes that the 1450 Franklin Street building is one of an undocumented number of automobile-related structures in which some historic studies in the past few years have identified a potential automotive-themed, multiple-site historic district in the area along Van Ness Avenue from the Civic Center to Jackson Street, including parallel streets on the east and west (Polk Street on the east and Franklin Street on the west) and perpendicular streets. This twenty-eight-block sub-area contains approximately 316 buildings of which 20 were rated in the *Van Ness Avenue Area Plan (or "Area Plan")* to be Significant structures—9 of which are auto-related, and 29 were rated Contributing Structures—7 of which are auto-related. Additional survey work would be required to determine the total number of non-rated auto-related buildings in the sub-area. There has not been a detailed survey of an identified historic automobile-themed district within these specific boundaries. The Draft EIR cites a Section 106 Review of the area, authored by Architectural Resource Group's ("ARG") Southern California office in 2004, which concluded that the automotive-themed buildings in the area "appear to be eligible as contributing buildings to a National Register Historic District, which has not as yet been fully identified or researched."

The Draft EIR indicated that because the area lacks a sufficient concentration of auto-themed buildings to qualify as a traditional historic district, a National Register Multiple Properties Nomination process that identifies themes or a historic context in which individual, physically separated properties may be used. To differentiate from a traditional historic district, this process is called a Multiple Property Submission Historic District. It should also be noted that the boundary suggested by ARG is arbitrary, and could be expanded to include the many auto-related buildings that survive in the adjacent Tenderloin neighborhood to the east.

The Draft EIR notes that the 1450 Franklin Street building, while not listed as Significant or Contributing in the *Area Plan* is nonetheless consistent with this automotive theme and may be considered as a contributor to a potential Van Ness Avenue MPS Historic District. It is linked to a dwindling number of other early ancillary automobile-oriented structures, such as storage and repair garages, tire shops, and showrooms from the 1900s to the 1940s in the immediate blocks from Jackson Street to Golden Gate Avenue paralleling the Van Ness Avenue corridor. Although many of these buildings may not be individually eligible for listing in the California Register of Historic Resources, the citation by ARG indicates that these auto-related buildings may be contributors to this potential National Register MPS Historic District. Inclusion in such a district would render the buildings eligible for the California Register, as many of these buildings are essentially intact, and provide a links to a unique part of San Francisco's past.

Thus, the Draft EIR adequately identifies the auto row area and a potential MPS Historic District nomination. Such a nomination, utilizing the boundary suggested by ARG, contains as many as three hundred buildings, an undetermined number of which might be auto-related. By itself, the loss of one such contributing structure would have minimal impact on the viability of the potential historic district. However, as stated on Draft EIR page 55, the demolition of this building would "contribute to some unknown degree to the loss of the historic fabric of the area." Consequently, as stated on Draft EIR page 95, "in combination with the demolition of many other buildings of similar history in the vicinity," the demolition of the 1450 Franklin Street building could be a significant cumulative impact.

Notwithstanding, although the 1450 Franklin Street building contributes to a potential MPS Historic District, its demolition would not necessarily result in a substantive adverse change to the significance of the MPS Historic District as a whole, which, for the purpose of the Draft EIR, is the historical resource in question. The building is one of numerous automotive-themed buildings that remain and contribute to the character of the Van Ness Avenue automotive theme sub-area, thus there remain numerous examples within the potential district of the same type of structure that the building represents.

- 6-2 Comment:** We have concerns that the Draft EIR does not provide a sufficient comprehensive history of the building and the area. The history of both the building and its architect are brief and cursory, and further detailing is needed to effectively analyze the resource and its significance.

Response: The Draft EIR discusses the history of the building and the area on pages 43 to 55 and cites numerous reports including the Section 106 Review in the ARG report and the 2004 Historic Resources Evaluation for 1522 Bush Street as prepared by Page & Turnbull. Additionally, the history of the area is addressed in detail in the *Van Ness Avenue Area Plan* (an element of the City's *General Plan*). For purposes of the Draft EIR the information is sufficient to determine that the 1450 Franklin Street Building is a historical resource and demolition would be a significant cumulative environmental impact.

Also see Response to Comment #8-2

- 6-3 Comment:** The use of the Van Ness Avenue Plan as justification for the proposed project is inaccurate and misleading. The statement on Pages 46 -55 that the building is not listed as a “significant” or “contributory” building to the Van Ness Avenue portion of the San Francisco General Plan is inconsequential, as the building site is not within the jurisdiction of the Van Ness Avenue Plan. The plan does not extend to Franklin Street at the location of this site, and therefore does not include the building. As such, the Van Ness Avenue Plan’s primary stated goal of the “creation of significantly higher residential densities” in the Van Ness Avenue

Corridor is also inapplicable to this site. It is inaccurate and inappropriate to use the Van Ness Avenue Plan as any justification for the proposed project.

Response: The Draft EIR references the *Van Ness Avenue Area Plan* throughout the document (pages 2, 28, 46, 47, 50, 53, 54, and 98) primarily due to the importance of the *Area Plan* as part of the City's *General Plan*, and a comprehensive source of resource information about the area, including historic buildings.

EIRs are intended to be informational documents, and the identification of policies and guidelines stated in area plans is required by CEQA. EIRs are not used as justifications for projects, but rather provide decision-makers and the public analyses of the effects of the implementation of a proposed project. The Draft EIR for 1450 Franklin contains no reference to the *Van Ness Avenue Area Plan* as a justification for the proposed project.

The project site lies outside and adjacent to the *Van Ness Avenue Area Plan*, but it was included in the survey of significant buildings in the *Area Plan*. In 1986, the Planning Department conducted a historic architectural resource survey as part of the preparation of the *Van Ness Avenue Area Plan*. Buildings in the plan area were surveyed and identified as significant, contributory, or non-contributory buildings. The survey in a two-block wide area, between Polk Street on the east and Franklin Street on the west, that runs from Beach Street on the north to Redwood Street on the south; found 32 architecturally significant buildings and 88 contributory buildings along Van Ness Avenue. The buildings on the project site are not among those listed. Preservation of these historical resources is one objective of the *Area Plan*.

The *Area Plan* was amended in 1995 to include landmark and contributory buildings. The *Area Plan* defines contributory buildings as those with architectural qualities that are not sufficiently important to justify their designation as landmarks; yet, they are in harmony with the prevailing characteristics of the more significant landmark buildings, contribute to the character of the street, and deserve retention if possible.²

6-4 Comment: Heritage also believes that the DEIR does not adequately address preservation alternatives. Specifically, Alternative C: Reduced Alternative with Partial Preservation proposes a reduced building height and reduced unit number, which results in it being a less-desirable alternative for both the project sponsor and the Redevelopment Agency due to economic infeasibility and the loss of housing units. The DEIR should analyze a more realistic partial preservation alternative with the same dwelling unit count, as a way of meeting the project sponsor's objectives of higher density use. Issues Committee members were not persuaded by the presenters that a true preservation alternative containing the same unit count as the proposed project had been thoroughly analyzed or that it was infeasible. It is particularly noteworthy that the existing building is a garage and contributes substantially to the character of its urban context, but the proposed replacement building would present a blank face at the street level—concealing new garage space. We believe the Redevelopment Agency is duty-bound to study more rigorously the potential for retaining this urban asset, especially in light of the perfect match between the original and proposed uses for the first two stories of the site. Heritage believes that the DEIR needs substantial revision in this area and that it is possible to preserve the historic resource and substantially meet the project sponsor's goals.

Response: The purpose of alternatives analyses under CEQA is to identify project or location alternatives capable of avoiding or substantially lessening any significant impact of the proposed project, even if they would impede attaining project objectives or cost more.³ CEQA requires enough information for a meaningful analysis, but does not require as much detail as presented or analyzed for the proposed project.⁴ CEQA allows, but does not require, the inclusion of plans, photographs, or other graphical representations in descriptions of the proposed project.⁵ Usually alternatives are developed with less descriptive information than the proposed project and only conceptually, as in the case of the proposed project's alternatives, with key characteristics described. Should the Redevelopment Agency Commission choose an alternative over the proposed project, the project sponsor would

² San Francisco Planning Department, *Van Ness Avenue Area Plan* (July 16, 1995), Policy 11.3, under Objective 11, Preserve the Fine Architectural Resources of Van Ness Avenue, page II.5.v.

³ CEQA Guidelines, Section 15126.6(b), Consideration and Discussion of Alternatives to the Proposed Project.

⁴ *Ibid.*, Section 15126.6(d).

⁵ *Ibid.*, Section 15124, Project Description.

further develop the plans over the course of the project review and permitting process. Typically, additional development of the plans would not be required to complete the environmental analysis and to certify the EIR. Because the two alternatives represent the two primary ways in which the project could be redesigned to reduce or avoid the project's environmental impacts, specifically, its significant cumulative historical resource impact, they are viable alternatives for CEQA analysis. Although the alternatives analyzed in the Draft EIR are adequate under CEQA requirements, the following additional information is provided. Further, information has been added to Draft EIR Chapter I, Summary, and Chapter VI, Alternatives to the Proposed Project, as detailed in this Comments and Responses document in Chapter V, EIR Text Changes.

Alternative B, the Adaptive Reuse of the Existing Building Alternative, would not include demolition of the 1450 Franklin Street Building but would include renovation of the building to the *Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, or the *Secretary of Interior's Standards for the Treatment of Historic Properties*. It would contain approximately 21 units and 18 parking spaces. Alternative B would avoid the proposed project's substantial cumulative adverse historical architectural resource impact.

Alternative B is considered infeasible by the project sponsor due to numerous physical, technical, and marketability problems, and issues of compliance with the *Western Addition A-2 Redevelopment Plan ("Redevelopment Plan")* with respect to not meeting parking and open space requirements. The existing building shell could conceivably house a maximum of less than 24,000 sq. ft., which for this Alternative was divided into 21,000 sq. ft. of residential area and 18 parking spaces contained within 3,000 sq. ft., in an attempt to maximize the number of residential units for the development. The second-story garage space would be converted to residential use, and the ground-floor garage and office space would be reconfigured to provide additional residential space. The maximum number of residential units would be constrained by the amount of available parking, so in order to achieve 18 parking spaces within only 3,000 sq. ft. parking stackers or a puzzle-lift type of system would need to be installed. These systems are expensive to install and maintain, sometimes require attendants, and are therefore much less desirable to residents than self-parking stalls on a

single level. Also, because the project sponsor would not be providing one parking space per dwelling unit, it would need to seek a variance from the parking standard of the *Redevelopment Plan* “if the Agency finds and determines that such fewer spaces will adequately serve the needs of the users of the new development” (Paragraph 6, Page 17 of the *Redevelopment Plan*).

Once the common areas, building services, structure, and current building code required setbacks are subtracted from the available 21,000 sq. ft. of remaining space in the building, the net usable area for residences would be approximately 665 sq. ft. per unit for 21 units. There would be little diversity in the unit mix with almost all units being very small one bedroom/one bath and small studio units. The project sponsor believes this size would be difficult to sell. Some of these units would also need to be located on the ground floor and would not conform to the *Redevelopment Plan*, which prohibits residential uses below the third story of the building. A variance would need to be granted for Alternative B, which could include an increase in the percentage of below market rate units and thereby, increase costs for the project sponsor.

The project sponsor believes that Alternative B would fall short of reaching the necessary end values to cover project costs and thereby would not achieve the project sponsor’s objective of redeveloping the property to provide marketable residential units at a reasonable market price. As such, the project under this Alternative B would be financially unfeasible for the project sponsor.

Alternative C, the Partial Preservation Alternative, would not avoid the proposed project’s substantial cumulative adverse historical architectural resource impact. It would require demolition of most of the building except for the building’s exterior. Alternative C would provide approximately 49 residential units on 7 floors above the existing building shell. In this alternative the existing shell would be renovated and converted to include about 1,500 sq. ft. of commercial space and parking to support the 49 units.

The project sponsor believes that this alternative would be economically infeasible due to complications encountered in providing the structure for an above-grade parking garage

within the limited existing building shell coupled with the limited number of residential units that the parking would allow.

The *Redevelopment Plan* would require that the 52 parking spaces be provided within the existing building shell. Given that there is no subterranean parking level, all parking would have to be accommodated at grade and above-grade levels. It is estimated that 9 of the 52 spaces would be accommodated at grade, and that the remaining 43 spaces would need to be furnished on elevated and sloping parking decks constructed inside the existing building shell. Retaining the approximately 12-inch-thick outer walls of the existing building would significantly inhibit the available interior space for parking when considering the additional supports and bracing needed due to the removal of the existing floor and roof structures and replacing them with sloping concrete decks, and due to the increased lateral loading imposed on the structure by the existing concrete facades.

This additional structural support would substantially increase the overall costs to design and construct the building and the resultant available space for parking would likely not be sufficient to achieve the required number of stalls. In addition, the structural grid needed to achieve the parking layout on the sloping concrete decks would be incongruous with the existing façade of the building and would require column placement within the openings of the existing façade, thus compromising the quality of the retained structure.

Aside from the additional costs needed to preserve, protect, temporarily shore, and permanently brace the existing facades, substantial additional expense would be needed to construct the interior structure of the parking decks with the existing facades in place. Certain construction technologies proven most efficient for structures of this nature (e.g. post-tensioned concrete) would likely not be available due to limited accessibility imposed by the existing façades. On balance, the project sponsor believes it would not be feasible, or necessarily possible, to provide the 43 parking spaces needed in this fashion, and therefore did not find Alternative C a viable solution for the objective of providing residential units at a reasonable market price.

A variant to Alternative C (Partial Preservation, Same Density as Proposed Project) that would match the number of residential units with the proposed project would either require relief from the parking requirements imposed by the *Redevelopment Plan*, or require that additional parking be provided. The Alternative C variant would have to include a subterranean level for additional parking. However, the additional requirement of the construction of a subterranean level under the existing building facades would require that all sides of the existing building be underpinned to extend support for the existing exterior walls of the building to below the subterranean building before excavation and foundation construction could occur. Even if the east side of the building facing the adjoining lot could be removed and replaced, underpinning would still be necessary to protect the adjacent structure. The significant impacts to the project schedule and construction budget for such an undertaking only furthers the financial infeasibility of Alternative C, which, as discussed above, is infeasible.

6-5 Comment: The current proposal is not responsive to the character of the neighborhood in terms of land use and design characteristics relating to its context in a potential historic district (such as massing, size, scale, and architectural features). The DEIR should be revised to fully address these issues on an individual project and cumulative basis. Heritage understands the Redevelopment Agency's requirement to place residential units above the third story, but believes that this design's treatment of the base of the building as parking and vehicular access with a small amount of commercial space on one corner is inconsistent with the Agency's goal to enliven the streetscape, and would result in significant undesirable environmental impacts on the streetscape and pedestrian safety. Its development is also not in line with the current direction of planning policy in San Francisco, specifically with regards to preservation, affordable housing, and off-street parking policies.

Response: The Draft EIR discussed the land use characteristics and project design on pages 30 to 42 and in the Initial Study on pages 12, 13, 18, 19, and 42 to 45. The project would replace an existing building with a new high-rise building on essentially the same footprint. The Draft EIR found that the proposed project would be developed within the confines of an existing, fully developed city block, and would not physically divide an established community.

The project would change the visual character of the project site. The height and massing of the project building would be similar to several existing buildings in the area, and would be less than the proposed mixed-use project at 1634 Pine Street, one block north of the project, which would have two towers of 12 and 25 stories in height. While intensifying the use on the project site, the proposed project would not add a new or visually inconsistent presence to the area. The project would not be incompatible with the surrounding environment by introducing structures of substantially different visual character, substantially greater size, mass, or scale, or demonstrably negative visual character, into the area. For these reasons, the proposed project would not result in significant adverse impacts, either project specific or cumulative, on visual quality and urban design on the project site or project vicinity.

The project site is within the Western Addition A-2 *Redevelopment Plan* area, and is designated for Commercial, General High Density ("CH") use. The 1450 Franklin Street project would require review by the Agency for consistency with the *Redevelopment Plan*. The *Redevelopment Plan* indicates that General Commercial sites may be developed with residential housing above the ground floor. With a lot area of 12,000 sq. ft. and total habitable living space of 81,047 sq. ft. (gross square footage of 113,804 less 32,757 sq. ft. of parking, utility areas, and open space parking, utility areas, and open space) the project is within allowable density of not less than 50 sq. ft. per Agency room and a maximum floor area ratio ("FAR") of 10 to 1. The *Redevelopment Plan* establishes a height limitation of 130 feet for the project site, which is consistent with the City's 130-E height and bulk district. The project's proposed height of 130 feet would be consistent with the height limit for the site. With a diagonal measurement of 138' 7" above a height of 65 feet, the project would conform to the 140-foot limit on this dimension for buildings in the 130-E height and bulk district.

Although the *Planning Code* is not applicable to this project, the project would conform to the height limit but not the allowable density. The *Planning Code* allows a maximum density of 1 dwelling unit per 600 sq. ft. and a FAR of 3.6 to 1, whereas the proposed project has a maximum density of 1 dwelling unit per 174 sq. ft. and a FAR of 7 to 1. Consequently, while the 69 dwelling units in the proposed project would be allowed under the *Redevelopment*

Plan, only 20 units would be allowed under the *Planning Code*. The proposed project would also not conform to the rear yard and open space requirements of the *Planning Code*.

The proposed project would require review by the Agency for consistency with the *Redevelopment Plan* and other relevant planning documents.

As noted above the proposed auto-row district has yet to be designated as a historic district. A historic architectural context for analysis of the effect of new buildings on the proposed district is not available at this time, and therefore such analyses are beyond the scope of the Draft EIR.

- 6-6 Comment:** Heritage does not believe the mitigations in the draft EIR are adequate under the CEQA Guidelines and the Agency's obligation to the community. While the archival documentation is important, it is not commensurate with the significant adverse impacts on historic resources that would result from this development. At a bare minimum, if the Agency is going to propose demolition, the project sponsor should contribute to the Agency's funding and completion of a full survey of the MPS district and its nomination to the National Register, under the guidance of the San Francisco Landmarks Preservation Advisory Board.

Response: The following mitigation measures would be added to pages 11 and 94 of the Draft EIR, after the History Exhibition measure:

Research Compilation

In order to reduce the adverse cumulative impact to the potential MPS historic district, research conducted in the course of the environmental review of this project shall be compiled for future reference and usefulness. Further documentation of the potential district would hasten the ability for San Francisco to designate such a MPS historic district and enact preservation controls as warranted. The project sponsor's Preservation Consultant shall organize information about the 1450 Franklin Street building, and supplement existing data only where necessary to complete items (3.A and 3.C) noted below. This information shall be made available to the Agency, to the Planning Department, and to the public, for educational use, and for use by

the Planning Department in future Preservation survey and district designation programs.

- A. A context statement related to the buildings surrounding the project.
- B. A table of spreadsheet of the surrounding properties involved and their status as possible contributors to a district based on the context statement.
- C. General direction for future survey activity building on the report described above.

Contribution to the City's Historic Preservation Fund

The project sponsor shall be subject to making a contribution to the City's historic preservation fund if the City has established a program for survey, research and evaluation of the potential Van Ness Avenue MPS Historic District prior to completion of the project (i.e., issuance of the final certificate of occupancy). The project sponsor shall be required to contribute its fair share of funds to the City to be applied to future historic preservation activities related to the potential MPS Historic District, including survey work and research and evaluation, in accordance with the *Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings*.

Letter #7



Patricia Lovelock
<patricialovelock@sbcglobal.net>

09/10/2008 09:07 AM

Please respond to
patricialovelock@sbcglobal.net

To Stanley.Muraoka@sfgov.org

cc

bcc

Subject 1450 Franklin St. Project

7-1

I currently live at Pine St. near Gough and have lived in the neighborhood for a number of years. I expressed concerns about this project at the August Redevelopment Commission hearing. I have been waiting for indications of a community meeting with project sponser and only on Monday, Sept. 8th did the first posting appear. Due to my father's terminal illness I am not able to attend.

I

LETTER
#7
RESPONSE

Patricia Lovelock
September 10, 2008

7-1 Comment: I currently live at Pine St. near Gough and have lived in the neighborhood for a number of years. I expressed concerns about this project at the August Redevelopment Commission hearing. I have been waiting for indications of a community meeting with project [sponsor] and only on Monday, Sept. 8th did the first posting appear. Due to my father's terminal illness I am not able to attend.

Response: Two community meetings were held by the project sponsor at the suggestion of the Redevelopment Agency Commission at the August 5, 2008 public hearing on the Draft EIR. The first meeting was held on September 10, 2008 at the Holiday Inn located at 1500 Van Ness Avenue, approximately three blocks from the project site. This meeting was noticed to the community with flyers mounted on poles within 600 feet of the project site and at senior housing facilities within and just beyond 600 feet of the project site.

At the recommendation of Agency staff, a second meeting was held on October 6, 2008 at the Holiday Inn located at 1500 Van Ness Avenue. This meeting was noticed with a mailer to property owners and tenants within 300 feet of the project site, and to the community with flyers mounted on poles within 600 feet of the project site and at senior housing facilities within and just beyond 600 feet of the project site.

Letter #8



LANDMARKS PRESERVATION ADVISORY BOARD

1650 Mission Street, Suite 400 | San Francisco, CA 94103-2479

TEL: 415.575.6916 | FAX: 415.558.6409

September 4, 2008

Stanley Muraoka
Environmental Review Officer
SF Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103



RE: 1450 Franklin Street DEIR

Dear Mr. Muraoka,

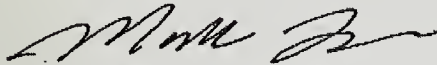
On September 3, 2008, the Landmarks Preservation Advisory Board (Board) held a public hearing and took public comment on 1450 Franklin Street (a.k.a. 1581 Bush Street), Assessor's Block 0671, Lot 006, regarding the Draft Environmental Impact Report (DEIR) submitted to the Planning Department on July 28, 2008. The proposed project involves the demolition of the existing structure and the construction of a new building.

After discussion, the Board concluded that the DEIR is inadequate and arrived at the following comments:

- The Board was disappointed that so few of our comments from the March 19, 2008 hearing review of the HRER were not addressed.
- The EIR does not evaluate the individual historic significance of the existing building per the California Register criteria. On page 47, 2nd paragraph, it is stated that "an analysis of the building's precise construction chronology, historical context, and integrity has not been undertaken" indicating that the building has not actually been evaluated for its potential eligibility for listing in the California Register as stated in the opening of the paragraph and required for an EIR. The Board found that, without an evaluation of the building, a determination of its significance and project impacts could not be made.
- The report should further address the boundaries of the potentially eligible Auto Row Historic District and the number and type of contributors. The Board suggested using the findings of the recently initiated Automotive Support Structures Survey led by Bill Kostura to inform the EIR.
- The *Van Ness Area Plan* should be cited with its date of completion, should be more fully discussed, and should be appended to the report.
- On page 48, last full paragraph, Criterion 3 (Architecture) is too narrowly applied.
- On page 50, 2nd paragraph, the statement that "Although the *Van Ness Area Plan* defined several Significant and Contributing structures, it did not indicate the presence of an

- ...8-6 | historic district because the area lacks sufficient concentration of the automobile-themed buildings to qualify as a traditional historic district ..." is false. This was not the intent of the Van Ness Area Plan.
- 8-7 | • Further and more creative mitigations should be developed for the EIR and submitted to Mark Luellen, the Preservation Coordinator, for review. Mitigations should include, at minimum: additional survey work, existing condition drawings at HABS Level I Standards, and a salvage plan.
- 8-8 | • The photographs of the building and surroundings are inadequate.
- 8-9 | • The Alternatives should be further flushed out and supported by drawings. An adaptive reuse alternative should be able to meet the project sponsor's requirement for higher density.
- 8-10 | • The Historic Resource Evaluation does not comply with the outline provided in Preservation Bulletin No. 16, making it difficult to follow. In the future, the Board requests that the Redevelopment Agency require HREs to conform to the scope of work outlined in the Planning Department's Preservation Bulletin No. 16. The report also exhibits a negative tone towards historic preservation that is inappropriate.
- 8-11 | • The Board recommends using a different historic resource consultant.

Sincerely,



For M. Bridget Maley, President
Landmarks Preservation Advisory Board

cc: Mark Luellen, Preservation Coordinator
Sonya Banks, Landmarks Preservation Advisory Board Secretary
Shelley Perdue, Preservation Technical Specialist

Attachments:

- A. Letter to Stanley Muraoka, dated March 26, 2008, regarding the Historic Resource Evaluation for 1450 Franklin Street.

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LETTER
#8
RESPONSE

M. Bridget Maley, President
Landmarks Preservation Advisory Board
September 4, 2008

8-1 Comment: On September 3, 2008, the Landmarks Preservation Advisory Board (Board) held a public hearing and took public comment on 1450 Franklin Street (a.k.a. 1581 Bush Street), Assessor's Block 0671, Lot 006, regarding the Draft Environmental Impact Report (DEIR) submitted to the Planning Department on July 28, 2008. The proposed project involves the demolition of the existing structure and the construction of a new building.

After discussion, the Board concluded that the DEIR is inadequate and arrived at the following comments:

- The Board was disappointed that so few of our comments from the March 19, 2008 hearing review of the HRER were not addressed....

Response: The Landmarks Preservation Advisory Board ("LPAB") is an advisory entity to the Planning Commission which does not approve or deny the project. The Agency submitted the Historical Resource Evaluation Report⁶ ("HRE" or "HRER") prepared for the Draft EIR and the Draft EIR to the LPAB as a courtesy, and appreciates the LPAB's comments and recommendations. The HRER and the Draft EIR are adequate documents in conformance with State CEQA rules and guidelines.

Also see Response to Comment #8-10.

8-2 Comment: The EIR does not evaluate the individual historic significance of the existing building per the California Register criteria. On page 47, 2nd paragraph, it is stated that "an analysis of the building's precise construction chronology, historical context, and integrity has not been undertaken" indicating that the building has not actually been evaluated for its potential eligibility for listing in the California Register as stated in the opening of the

⁶ McGrew Architecture, *Historic Resource Evaluation Report, 1575-95 Bush Street/1450 Franklin Street*, January 2008.

paragraph and required for an EIR. The Board found that, without an evaluation of the building, a determination of its significance and project impacts could not be made.

Response: The sentence identified by the commenter on page 47, 2nd paragraph in the Draft EIR is in error and the paragraph is revised as follows;

To be considered an historical resource, a building, object, site, or structure must be demonstrated to be eligible for listing in the California Register of Historical Resources (California Register). This section analyzes the significance of 1450 Franklin Street and its potential eligibility for listing in the California Register. This section begins with an introduction of the California Register and a discussion of the building's potential significance under each of the four criteria for listing. The analysis concludes with a discussion of the building's integrity and the extent of past alterations. ~~Although some past surveys indicate that auto-related buildings in the vicinity have contextual significance, an analysis of the building's precise construction chronology, historical context, and integrity has not been undertaken.~~ The building has never been assigned a California Historical Resource Status Code ("CHRSC") by the California Office of Historic Preservation. It is the purpose of this section to establish a baseline record of the building and any historical and architectural significance it may have.

As noted on page 48 and 49 the 1575-95 Bush/1450 Franklin building does not meet the four criteria required for listing in California Register.

The building does not appear to be individually eligible for listing in the California Register under Criterion 1 because it does not have any important associations with events that have made a "significant contribution to the broad patterns of local or regional history."

Similarly, the building does not appear to be eligible for California Register listing under Criterion 2 because no persons important to local, regional or national history can be shown to have primary associations with the property.

Although the building may "embody the distinctive characteristics of a type, period, or method of construction," required for Criterion 3, it cannot be considered an *important example* as required by the California Register. Having undergone relatively few alterations over its lifetime, 1575-95 Bush / 1450 Franklin is typical of the utilitarian concrete garage

and repair facilities constructed on the periphery of Van Ness Avenue during the 1910s through the early 1930s. With its concrete floor slabs and ramp, simple concrete structural system and simplified Renaissance Revival detailing, 1575-95 Bush / 1450 Franklin would not qualify for listing under this Criterion as a building that possesses “high artistic values.” And, while architect Frederick Meyer is an acknowledged “master architect,” a property is not necessarily eligible as the work of a master simply because it was designed by a prominent architect. Having designed numerous far more significant buildings including several city landmarks, the subject property cannot be considered to be representative of Meyer’s important work. 1575-95 Bush / 1450 Franklin does not appear to be individually eligible for California Register listing under this Criterion.

The Northwest Information Center does note that there is low possibility of identifying Native American and historic-period cultural resources on the property (Criterion 4). Furthermore, excavation performed to create the building’s foundation in 1922 would presumably have removed any prehistoric or historic materials. However, there is a possibility that truncated privies may survive on the property. But, the potential existence of such fragments would not qualify the building for individual eligibility for California Register listing under Criterion 4.

- 8-3 Comment:** The report should further address the boundaries of the potentially eligible Auto Row Historic District and the number and type of contributors. The Board suggested using the findings of the recently initiated Automotive Support Structures Survey led by Bill Kostura to inform the EIR.

Response: As noted in previous responses, there are several studies that have identified an automobile-themed area, but specific boundaries and historic surveys of every building in such an area have not been finalized. The referenced study by the commenter was not available at the time of the Draft EIR preparation in January 2008.

Also see Response to Comment #6-1.

- 8-4 Comment:** The Van Ness Area Plan should be cited with its date of completion, should be more fully discussed, and should be appended to the report.

Response: As noted in Response to Comment #6-3, the Draft EIR cited the *Van Ness Avenue Area Plan* in numerous places. The *Area Plan* has been amended several times and can be found in the City's *General Plan* and on the following web site:

http://www.sfgov.org/site/planning_index.asp?id=41410.

- 8-5 Comment:** On page 48, last full paragraph, Criterion 3 (Architecture) is too narrowly applied.

Response: The Draft EIR states on pages 47 and 48 that in order to be determined eligible for listing in the California Register a property must be demonstrated to be significant under one or more criteria. One criterion is Criterion 3 (Architecture): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.

The Draft EIR notes that the 1450 Franklin Street building does not appear to be individually eligible for California Register listing under Criterion 3 (Architecture). Although 1450 Franklin Street may embody some characteristics of a type, period, or method of construction, it cannot be considered an important example as required for eligibility by the National Register guidelines. Having undergone relatively few alterations over its lifetime, 1450 Franklin Street is typical of the utilitarian concrete garage and repair facilities constructed on the periphery of Van Ness Avenue during the 1910s and 1920s. With its concrete floor slabs and ramp, simple concrete structural system, and simplified Renaissance Revival detailing, the building would not qualify for listing under Criterion 3 as a building that possesses "high artistic values." While architect Frederick Meyer is an acknowledged "master architect," the guidelines state that "(A) property is not eligible as the work of a master . . . simply because it was designed by a prominent architect." Having designed numerous landmark buildings, the subject property cannot be considered to be representative of his important work.

The comment is noted; however, the commenter does not provide an explanation as to why the discussion is too narrowly applied.

8-6 Comment: On page 50, 2nd paragraph, the statement that “Although the Van Ness Area Plan defined several Significant and Contributing structures, it did not indicate the presence of an historic district because the area lacks sufficient concentration of the automobile-themed buildings to qualify as a traditional historic district ...” is false. This was not the intent of the Van Ness Area Plan.

Response: As noted in Response to Comment #6-3, the Planning Department surveyors whose responsibility it was to locate historical resources for the *Van Ness Avenue Area Plan* found 33 significant buildings and 88 contributing buildings, but no historic districts. While the *Area Plan* states that significant and contributory buildings should be retained if possible, the subject property was not included on either list.

8-7 Comment: Further and more creative mitigations should be developed for the EIR and submitted to Mark Luellen, the Preservation Coordinator, for review. Mitigations should include, at minimum: additional survey work, existing condition drawings at HABS Level I Standards, and a salvage plan.

Response: The Draft EIR provides a recordation mitigation that is standard for EIRs of similar projects in San Francisco containing historical resources. On Pages 10-11 and 93-94, the Draft EIR describes the Historic American Buildings Survey (“HABS”) Level II documentation which consists of the following tasks:

- Drawings: Existing drawings, where available, should be photographed with large format negatives or photographically reproduced on mylar.
- Photographs: Photographs with large-format negatives should be shot of exterior and interior views or historic views where available. These should be printed on archival fiber paper.
- Written data: A report documenting the existing conditions and history of the building should be prepared.

The completed documentation package shall be submitted to local and regional archives, including but not limited to, the San Francisco Public

Library History Room, the California Historical Society and the Northwest Information Center at Sonoma State University in Rohnert Park.

The following mitigation measure is included as part of Mitigation Measure CR-2, pages 11 and 94 of the Draft EIR:

Salvage

As part of deconstruction, prior to demolition, the project sponsor shall consult with a Planning Department Preservation Technical Specialist and local historical societies regarding the salvage of materials from the existing building for public information or reuse in other locations. As determined appropriate through this consultation, the project sponsor may salvage the original character-defining entry features of the existing building for possible reuse in a future historic district, and shall seek to donate those elements to an organization such as a local historical society. The architect and builder shall seek an interested neighborhood organization to look after these salvage materials so they are stored appropriately, for reuse in restoration. The City, prior to the issuance of building permits, shall confirm donation of the materials to the historical society or other entity. Demolition may proceed only after any significant historic materials have been identified and their removal completed.

8-8 Comment: The photographs of the building and surroundings are inadequate.

Response: The HRE included a single photograph focused on the Bush Street façade that included a long view of the Franklin Street façade. Additional views are presented on the following pages and include:

1. View of Project from Franklin Street Looking East
2. View of Project from Franklin and Fern Streets
3. View of Project from Bush and Franklin Streets Looking East
4. View of Project from Bush and Franklin Streets Looking Southeast
5. View of Project from Bush Street Looking Southwest



Source: Patrick McGrew

10-15-08

View of Project from Franklin Street Looking East Figure C&R 1



Source- Patrick McGrew

10-15-08

View of Project from Franklin and Fern Streets Figure C&R 2



Source: Patrick McGrew

11-3-08

View of Project from Bush and Franklin Streets Looking East Figure C&R 3



Source: Patrick McGrew

11-3-08

View of Project from Bush and Franklin Streets Looking Southeast Figure C&R 4



Source: Patrick McGrew

11-3-08

View of Project from Bush Street Looking Southwest Figure C&R 5

8-9 Comment: The Alternatives should be further flushed out and supported by drawings. An adaptive reuse alternative should be able to meet the project sponsor's requirement for higher density.

Response: As noted in Response to Comment #6-4, because the two alternatives represent the two primary ways in which the project could be redesigned to reduce or avoid the project's environmental impacts, specifically its significant cumulative historical resource impact, they are viable alternatives for CEQA analysis. Although the alternatives analyzed in the Draft EIR are adequate under CEQA requirements, the following additional information is provided. Further, information has been added to Draft EIR Chapter I, Summary, and Chapter VI, Alternatives to the Proposed Project, as detailed in this Comments and Responses document in Chapter V, EIR Text Changes.

Alternative B, the Adaptive Reuse of the Existing Building Alternative, would not include demolition of the 1450 Franklin Street Building but would include renovation of the building to the *Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, or the *Secretary of Interior's Standards for the Treatment of Historic Properties*. It would contain approximately 21 units and 18 parking spaces. Alternative B would avoid the proposed project's substantial cumulative adverse historical architectural resource impact.

The existing building shell could conceivably house a maximum of less than 24,000 sq. ft., for which Alternative B was divided into 21,000 sq. ft. of residential area and 18 parking spaces contained within 3,000 sq. ft. in an attempt to maximize the number of residential units for the development. The maximum number of residential units would be constrained by the amount of available parking, so in order to achieve 18 parking spaces within only 3,000 sq. ft. parking, stackers or a puzzle-lift type of system would need to be installed. Also, because the project sponsor would not be providing one parking space per dwelling unit, it would need to seek a variance from the parking standard of the *Redevelopment Plan* "if the Agency finds and determines that such fewer spaces will adequately serve the needs of the users of the new development" (Paragraph 6, Page 17 of the *Redevelopment Plan*). Once the

common areas, building services, structure, and current building code required set-backs are subtracted from the available 21,000 sq. ft. of remaining space in the building, the net usable area for residences would be approximately 665 sq. ft. per unit for 21 units. There would be little diversity in the unit mix with almost all units being very small one bedroom/one bath and small studio units.

Alternative C, the Partial Preservation Alternative, would not avoid the proposed project's substantial cumulative adverse historical architectural resource impact. It would require demolition of most of the building except for the building's exterior. Alternative C would provide approximately 49 residential units on 7 floors above the existing building shell. In this alternate the existing shell would be renovated and converted to house about 1,500 sq. ft. of commercial space and parking to support the 49 units.

The *Redevelopment Plan* would require that the 52 parking spaces be provided within the existing building shell. Given that there is no subterranean parking level, all parking would have to be accommodated at grade and above grade levels. It is estimated that 9 of the 52 spaces would be accommodated at grade, and that the remaining 43 spaces would need to be furnished on elevated and sloping parking decks constructed inside the existing building shell.

A variant to Alternative C (Partial Preservation, Same Density as Proposed Project) that would match the number of residential units with the proposed project would either require relief from the parking requirements imposed by the *Redevelopment Plan*, or require that additional parking be provided. The Alternative C variant would have to include a subterranean level for additional parking. However, the additional requirement of the construction of a subterranean level under the existing building facades would require that all sides of the existing building be underpinned to extend support for the existing exterior walls of the building to below the subterranean building before excavation and foundation construction could occur. Even if the east side of the building facing the adjoining lot could be removed and replaced, underpinning would still be necessary to protect the adjacent structure. The significant impacts to the project schedule and construction budget for such an

undertaking only furthers the financial infeasibility of Alternative C, which, as discussed above, is infeasible.

8-10 Comment: The Historic Resource Evaluation does not comply with the outline provided in Preservation Bulletin No. 16, making it difficult to follow. In the future, the Board requests that the Redevelopment Agency require HREs to conform to the scope of work outlined in the Planning Department's Preservation Bulletin No. 16. The report also exhibits a negative tone towards historic preservation that is inappropriate.

Response: The Historic Resource Evaluation Report for the proposed project is structured by the outline contained in Appendix C in the Planning Department's *San Francisco Preservation Bulletin No 16* (Draft 03/31/08), which can be accessed on the Planning Department's website:

http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/PresBulletin16CEQA.pdf.

The outline indicates that the report should be typically organized as follows:

1. Summary
2. Introduction
3. Past Historical Evaluations
4. Evaluation of the Existing Structure
 - a. Evaluate using the four California Register Criteria
 - b. Evaluate Integrity
5. Context and Relationship
6. Project Specific Impacts
7. Cumulative Impacts
8. Mitigation
9. Conclusions

The HRER for the 1450 Franklin Street Project conformed to the following outline:

1. Summary
2. Introduction
3. Existing Evaluations

4. Historic Context
5. Evaluation as an Historic Resource
 - a. Evaluate using the four California Register Criteria
 - b. Evaluate Integrity
6. Context and Relationship
7. Project Specific Impacts
8. Cumulative Impacts
9. Mitigation
10. Conclusions

The HRER adhered to the structure and content specified in the Bulletin No. 16. The resultant HRER is objective and based on all known and relevant available information. The HRER included an evaluation of the building using the four California Register Criteria (event, person, architecture, information potential) and building integrity. The conclusion in the HRER was that although the building does not qualify as an individual historical resource based on the four criteria, the building “is a well-preserved auto-related building” (HRER page 10). The HRER included an analysis of cumulative effects and concluded that because the number of contributory structures in the potential Van Ness Avenue MPS Historic District was unknown as the potential MPS Historic District had yet to be comprehensively surveyed it was unclear whether demolition of the 1450 Franklin Street building would have a cumulative significant effect. For conservative analysis purposes, the assumption of the Draft EIR was that there would be a potential cumulative significant adverse effect on the potential MPS Historic District.

8-11 Comment: The Board recommends using a different historic resource consultant.

Response: The comment is noted. The comment does not pertain to the adequacy of the Draft EIR and no further response is required.

Letter #9



LANDMARKS PRESERVATION ADVISORY BOARD

1650 Mission Street, Suite 400 | San Francisco, CA 94103-2479

TEL: 415.575.6916 | FAX: 415.558.6409

March 26, 2008

Stanley Muraoka
Environmental Review Officer
SF Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103

RE: 1450 Franklin Street

Dear Mr. Muraoka,

On March 19, 2008, the Landmarks Preservation Advisory Board (Board) held a public hearing and took public comment on 1450 Franklin Street (a.k.a. 1581 Bush Street), Assessor's Block 0671, Lot 006, regarding the Historic Resource Evaluation Report (HRER) submitted to the Planning Department on January 24, 2008, the Notice of Preparation released on February 20, 2008, and the new construction proposal presented at the hearing. The proposed project involves the demolition of the existing structure and the construction of a new building.

After discussion the Board arrived at the following comments:

Concerning the HRER:

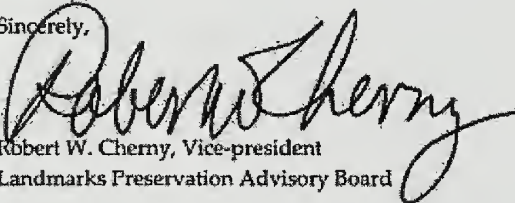
- 9-1 | • The report does not evaluate the individual significance of the existing building per the California Register criteria. For example, the report does not investigate past building uses or past owners.
- 9-2 | • On page 5 of the report, the California Register and National Register criteria are confused.
- 9-3 | • The evaluation appears to rely on outdated survey information. On page 6 of the report, last paragraph, 3rd sentence starting "Although..." - Is it the case that the Van Ness Plan did not indicate the presence of a potential historic district because there is not sufficient concentration of buildings? Does the Plan state this? Were the Plan's authors asked to indicate potential historic districts? Or, is this a conclusion drawn by the author of this HRER?
- 9-4 | • On page 9 of the report, first paragraph, last sentence - This appears to be a somewhat circular argument. If 1450 Franklin is not listed in the Van Ness Plan then, no, of course its loss will not impact those buildings listed in the Plan.
- 9-5 | • The Board suggested conducting, at minimum, a "windshield" survey of the surrounding Van Ness Auto Row area in order to identify the rough boundaries and character defining features of the potential Van Ness Auto Row Historic District and to evaluate the building's significance within the context of a possible historic district or multi-property resource.

- 9-6 | • The documentation of the existing building does not mitigate, even partially, the demolition of a historic resource.
- 9-7 | • In the future, the Board requests that the Redevelopment Agency require HRERs to conform to the scope of work outlined in the Planning Department's Preservation Bulletin No. 16.

Concerning the proposed new construction:

- 9-8 | • The proposed building should be compatible with the potential Auto Row Historic District.
- 9-9 | • The Board strongly recommends employing a Preservation Architect to develop the Preservation Alternative of the Environmental Impact Report.

Sincerely,



Robert W. Cherny, Vice-president
Landmarks Preservation Advisory Board

cc: Mark Luellen, Preservation Coordinator
Sonya Banks, Landmarks Preservation Advisory Board Secretary
Shelley Perdue, Preservation Technical Specialist
David Silverman

Attachments:

- A. Memorandum to the Landmarks Preservation Advisory Board, dated March 19, 2008

g:\documents\lpab\comments\1450 franklin.reviewcomment.doc

LETTER
#9
RESPONSE

Robert Cherny, Vice-President
Landmarks Preservation Advisory Board
March 26, 2008

9-1 Comment: The report does not evaluate the individual significance of the existing building per the California Register criteria. For example, the report does not investigate past building uses or past owners.

Response: The Draft EIR describes the history of the building on page 43. The permit history and past uses of the site were reviewed in the preparation of the HRE. Research compiled on the 1450 Franklin Street building has verified that no persons or businesses with a primary association to the building are considered to be of significance in California History. The 1915 Sanborn map, published seven years after the 1906 earthquake and fire reveals that much of the central portion of the 1500 block of Bush Street remained unreconstructed. In January 1922 Joseph Pasqualetti purchased the still vacant 1450 Franklin Street lot from the Hooker Estate Company. Shortly thereafter, the American Concrete Company built the two-story concrete fireproof building to the designs of Meyer & Johnson. The east section housed an auto tops shop; the middle section housed an auto repair shop; the west section housed an oil and gas service station. Subsequent tenants and/or owners include E. B. De Goia (1933-34; R. Dodge (1935); Chris Mondakis (1955); Imported Motor Service (1966); Renault, Inc. (1966); Hughson Ford Trucks (1974); Alfred P. Sontag (1976); Robert Hopps (1976); Nigel's Furniture (1976); Miracle Motor Paint (1977); Werner Erhard and Associates⁷ (1981-84); Bush/Franklin Garage (1985); Dawydiak Exotic Cars (1988-present); Franklin Bush Investment (1989); and Bolivar, Inc. (1995).

Also see Response to Comment #8-2.

⁷ The association of the building with Erhard's successor company spans the years 1981-1984 and is therefore not considered historic. Erhard Seminars Training, an organization founded by Werner H. Erhard, offered to the general public a 2-weekend course known officially as 'The EST Standard Training'. The purpose of 'the Training' was to allow participants to achieve a sense of personal transformation and enhanced power in their lives, concepts that resonated with many during the socially turbulent and war-weary 1970s. That now-defunct private corporation was founded in 1971 and dissolved in 1981. Following the dissolution, Werner Erhard & Associates operated as a commercial entity from February 1981 until early 1991 that replaced Erhard Seminars Training, Inc. as the vehicle for marketing, selling and imparting the content of the est training, and offered "personal-growth" programs. The seminars were never conducted at this property which post-dates Erhard's period of significant accomplishment. Consequently the building is not register eligible for its association with Erhard's successor company.

9-2 Comment: On page 5 of the report, the California Register and National Register criteria are confused.

Response: The HRE evaluates the building utilizing the four California Register criteria that are essentially the same as National Register criteria and are often used interchangeably. According to the State Office of Historic Preservation, the California Register was modeled after the National Register and the two are extremely similar.⁸ Following are the eligibility criteria for the California Register and the National Register:⁹

California Register

A historical resource must be significant at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

National Register

A historical resource must be significant at the local, state, or national level, under one or more of the following criteria:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or

⁸ California Office of Historic Preservation, *California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)*, Technical Assistance Series #6, March 14, 2006.

⁹ Ibid.

- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.

9-3 Comment: The evaluation appears to rely on outdated survey information. On page 6 of the report, last paragraph, 3rd sentence starting “Although...”—Is it the case that the Van Ness Plan did not indicate the presence of a potential historic district because there is not sufficient concentration of buildings? Does the Plan state this? Were the Plan’s authors asked to indicate potential historic districts? Or, is this a conclusion drawn by the author of this HRER?

Response: The project site lies outside, but adjacent to, the *Van Ness Avenue Area Plan*, but was included in the survey of significant buildings in the *Area Plan*. In 1986, the Planning Department conducted a historic architectural resource survey as part of the preparation of the *Van Ness Avenue Area Plan*. Buildings in the plan area were surveyed and identified as significant, contributory, or non-contributory buildings. The survey in a two-block wide area, between Polk Street on the east and Franklin Street on the west, that runs from Beach Street on the north to Redwood Street on the south, found 32 architecturally significant buildings and 88 contributory buildings along Van Ness Avenue. The buildings on the project site are not among those listed. Preservation of these historical resources is one objective of the *Area Plan*.

The *Area Plan* was amended in 1995 to include landmark and contributory buildings. The *Area Plan* defines contributory buildings as those with architectural qualities that are not sufficiently important to justify their designation as landmarks; yet, they are in harmony with

the prevailing characteristics of the more significant landmark buildings, contribute to the character of the street, and deserve retention if possible.¹⁰

- 9-4 Comment:** On page 9 of the report, first paragraph, last sentence—This appears to be a somewhat circular argument. If 1450 Franklin is not listed in the Van Ness Plan then, no, of course its loss will not impact those buildings listed in the Plan.

Response: The commenter refers to pages 8 and 9 of the HRE which describes the potential cumulative impacts in the project area as required by Bulletin No. 16. The last sentence states that “Together with prior and prospective goal losses, the demolition of 1775-95 Bush/1450 Franklin Street will not have a cumulative adverse impact on the listed architectural resources, identified in the *Van Ness Avenue Area Plan* as worthy of preservation.” This statement of fact is one of several in the section of the report that addresses the issue of cumulative impacts.

- 9-5 Comment:** The Board suggested conducting, at minimum, a “windshield” survey of the surrounding Van Ness Auto Row area in order to identify the rough boundaries and character defining features of the potential Van Ness Auto Row Historic District and to evaluate the building’s significance within the context of a possible historic district or multi-property resource.

Response: As indicated in Response to Comment #6-1, there have been several surveys in the auto-row area. The Planning Department sponsored a Citywide Architectural “windshield” Survey in 1976. Only two buildings on the project block merited mention: 1301 Van Ness (rated “0”) and 1350 Sutter (rated “3”).

¹⁰ *Van Ness Avenue Area Plan*, Policy 11.3, under Objective 11, Preserve the Fine Architectural Resources of Van Ness Avenue, page II.5.v.

As stated in Response to Comment #6-6: The following mitigation measures would be added to pages 11 and 94 of the Draft EIR, after the History Exhibition measure:

Research Compilation

In order to reduce the adverse cumulative impact to the potential MPS historic district, research conducted in the course of the environmental review of this project shall be compiled for future reference and usefulness. Further documentation of the potential district would hasten the ability for San Francisco to designate such a MPS historic district and enact preservation controls as warranted. The project sponsor's Preservation Consultant shall organize information about the 1450 Franklin Street building, and supplement existing data only where necessary to complete items (3.A and 3.C) noted below. This information shall be made available to the Agency, to the Planning Department, and to the public, for educational use, and for use by the Planning Department in future Preservation survey and district designation programs.

- A. A context statement related to the buildings surrounding the project.
- B. A table of spreadsheet of the surrounding properties involved and their status as possible contributors to a district based on the context statement.
- C. General direction for future survey activity building on the report described above.

Contribution to the City's Historic Preservation Fund

The project sponsor shall be subject to making a contribution to the City's historic preservation fund if the City has established a program for survey, research and evaluation of the potential Van Ness Avenue MPS Historic District prior to completion of the project (i.e., issuance of the final certificate of occupancy). The project sponsor shall be required to contribute its fair share of funds to the City to be applied to future historic preservation activities related to the potential MPS Historic District, including survey work and research and evaluation, in accordance with the *Secretary of the*

*Interior's Standards for Rehabilitation & Illustrated Guidelines for
Rehabilitating Historic Buildings.*

Also see Response to Comment #6-1.

- 9-6 Comment:** The documentation of the existing building does not mitigate, even partially, the demolition of a historic resource.

Response: As noted on Draft EIR page 95, although mitigations have been identified to reduce the magnitude of the significant cumulative adverse environmental impact, it would remain significant and unavoidable. Although the mitigation measures would not avoid the impact or reduce it to a less than significant level, three additional mitigation measures have been identified in Response to Comment #6-6 (Research Compilation, Contribution to City's Historic Preservation Fund) and Response to Comment #8-7 (Salvage).

- 9-7 Comment:** In the future, the Board requests that the Redevelopment Agency require HRERs to conform to the scope of work outlined in the Planning Department's Preservation Bulletin No. 16.

Response: The Historic Resource Evaluation Report for the proposed project is structured by the outline contained in Appendix C in the Planning Departments' *San Francisco Preservation Bulletin No. 16* (Draft 03/31/08), which can be accessed on the Planning Department's website:

http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/PresBulletin16CEQA.pdf).

This is discussed in Response to Comment #8-10.

The HRER adhered to the structure and content specified in the Bulletin No. 16. The resultant HRER is objective and based on all known and relevant available information. The HRER included an evaluation of the building using the four California Register Criteria (event, person, architecture, information potential) and building integrity. The conclusion in the HRER was that although the building does not qualify as an individual historical resource based on the four criteria, the building "is a well-preserved auto-related building" (HRER

page 10). The HRER included an analysis of cumulative effects and concluded that because the number of contributory structures in the potential Van Ness Avenue MPS Historic District was unknown as the potential MPS Historic District had yet to be comprehensively surveyed it was unclear whether demolition of the 1450 Franklin Street building would have a cumulative significant effect. For conservative analysis purposes, the assumption of the Draft EIR was that there would be a potential cumulative significant adverse effect on the potential MPS Historic District.

9-8 Comment: The proposed building should be compatible with the potential Auto Row Historic District.

Response: The comment is noted. The design of the proposed project is subject to review by Agency staff and approval by the Redevelopment Agency Commission.

Also see Response to Comment #6-5.

9-9 Comment: The Board strongly recommends employing a Preservation Architect to develop the Preservation Alternative of the Environmental Impact Report.

Response: Comment noted. Responses to Comment #6-4 and #8-9 state that the descriptions of alternatives in the Draft EIR, including the Preservation Alternative, meet the CEQA regulations and guidelines.

Letter #10



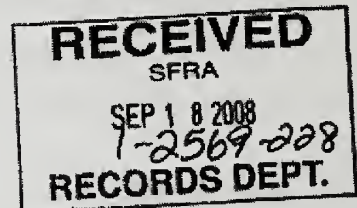
LANDMARKS PRESERVATION ADVISORY BOARD

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September 11, 2008

Stanley Muraoka
Environmental Review Officer
SF Redevelopment Agency
One South Van Ness Avenue, 5th Floor
San Francisco, CA 94103



RE: 1450 Franklin Street DEIR

Dear Mr. Muraoka,

10-1

This letter is an addendum to the letter mailed to you on September 4, 2008, which summarized the Landmarks Preservation Advisory Board (Board) comments on the subject DEIR. In addition to their previous comments, the Board finds that the DEIR does not comply with several measures agreed upon in the SETTLEMENT AGREEMENT AND RELEASE OF CLAIMS made by and between the REDEVELOPMENT AGENCY OF THE CITY AND COUNTY OF SAN FRANCISCO, SAN FRANCISCANS UPHOLDING THE DOWNTOWN PLAN, and SAN FRANCISCANS FOR PRESERVATION PLANNING. In specific, the survey evaluation, or Historic Resource Evaluation Report (HRER) of the property, has not been included in the DEIR (1.a. and d.). While the Agency did consult with the LPAB by providing a copy of the HRER to the LPAB prior to issuance of the DEIR, the LPAB found that the HRER was not consistent with the methodology of the Planning Department (1.b.) and made this point clear in its March 26, 2008 letter (attached) to the Redevelopment Agency regarding the HRER. The Redevelopment Agency made no changes to the HRER for the DEIR, despite the commitment in the Settlement Agreement to,

ensure that the methodology, evaluation system, use of technical advisors and peer reviewer, and descriptions of buildings' historical and/or architectural significance are consistent with the survey instruments, methodology, and formats used by the City Planning Department and Landmarks Preservation Advisory Board.

Please address responses to this or the previous letter to the NW planner, Shelley Perdue.

Sincerely,

A handwritten signature in dark ink, appearing to read "M. Bridget Maley".

M. Bridget Maley, President
Landmarks Preservation Advisory Board

cc: Mark Luellen, Preservation Coordinator
Sonya Banks, Landmarks Preservation Advisory Board Secretary
Shelley Perdue, Preservation Technical Specialist

F:\LPAB\LETTERS\1450 Franklin reviewcomment_deir_2nd memo.doc

<p>LETTER #10 RESPONSE</p>

M. Bridget Maley, President
Landmarks Preservation Advisory Board
September 23, 2008

10-1 Comment: This letter is an addendum to the letter mailed to you on September 4, 2008, which summarized the Landmarks Preservation Advisory Board (Board) comments on the subject DEIR. In addition to their previous comments, the Board finds that the DEIR does not comply with several measures agreed upon in the SETTLEMENT AGREEMENT AND RELEASE OF CLAIMS made by and between the REDEVELOPMENT AGENCY OF THE CITY AND COUNTY OF SAN FRANCISCO, SAN FRANCISCANS UPHOLDING THE DOWNTOWN PLAN, and SAN FRANCISCANS FOR PRESERVATION PLANNING. In specific, the survey evaluation, or Historic Resource Evaluation Report (HRER) of the property, has not been included in the DEIR (1.a. and d.). While the Agency did consult with the LPAB by providing a copy of the HRER to the LPAB prior to issuance of the DEIR, the LPAB found that the HRER was not consistent with the methodology of the Planning Department (1.b.) and made this point clear in its March 26, 2008 letter (attached) to the Redevelopment Agency regarding the HRER. The Redevelopment Agency made no changes to the HRER for the DEIR, despite the commitment in the Settlement Agreement to;

ensure that the methodology, evaluation system, use of technical advisors and peer reviewer, and descriptions of buildings' historical and/or architectural significance are consistent with the survey instruments, methodology, and formats used by the City Planning Department and Landmarks Preservation Advisory Board.

Response: The HRE prepared for the Draft EIR is consistent with the survey instruments, methodology, and formats used by the City Planning Department. As noted in Response to Comment #8-10, the organization of the HRE and the requirements of Bulletin 16 are almost identical. The methodology, evaluation system, use of technical advisors, and descriptions of buildings' historical and/or architectural significance are consistent with other Planning Department reports.

The referenced Settlement Agreement specifically states that the "Agency shall adopt, after public notice and hearing, policies that guide future survey and project areas." It specifies that the Agreement pertains to studies of proposed redevelopment project areas and plans.

The proposed project is an individual project in an established Redevelopment Project Area (Western Addition A-2).

Section 1.a referenced by the commenter states that survey information shall inform and guide the preparation of a redevelopment plan and the environmental impact report for that plan. The *Western Addition A-2 Redevelopment Plan* is an existing plan, and consequently, the Settlement Agreement does not apply to this proposed project.

10/2008 10:42 FAX 4157753880

Letter #11

001

Page 1 of 1

Evy Pearce

FAX 749-2585

From: Evy Pearce [evybottomline@earthlink.net]

Sent: Wednesday, September 10, 2008 9:42 AM

To: 'Stanley.Muraoka@sfgov.org'

Subject: FW: New construction at corner of Bush & Franklin Sts

EMAIL DID NOT GO THRU
ADDRESS NOT CORRECT!!

-----Original Message-----

From: Evy Pearce [mailto:evybottomline@earthlink.net]

Sent: Tuesday, September 09, 2008 2:09 PM

To: 'Stanley.Muraoka@sfgov.org'

Subject: New construction at corner of Bush & Franklin Sts

I am the property manager of 1777 & 1791 Pine St as well as 1666 Gough St. I attended the August hearing in City Hall, and was anxious to attend the subsequent community meeting recommended by the commission. As a result, I have been looking for signs in the neighborhood advertising this meeting. Finally, on Monday Sep 8th, I found a sign on a telephone pole on Gough St at Austin Alley which runs behind our complex. Since the meeting is at 10 a.m. on September 10th, I find it impossible to attend on such short notice due to other commitments. This leaves little time for comments to you by September 11th.

Without further information, here are my concerns:

11-1

During the construction process, now projected to be two years, with only one lane of traffic removed from Franklin St, traffic will be a real problem as it is very busy through street currently. Two weeks ago, one lane was closed for a day and I noticed traffic backed up for several blocks because of it.

11-2

Driveways on Franklin and Fern will create delays of traffic on those streets, and will be especially problematic during rush hour. They need a plan for delivery and emergency vehicles to park. Their plan to leave garage doors open during the day to shorten entrance and exit time from the garages is not feasible due to thefts and break-ins by the homeless who hang out in the area.

This is a problem for our complex because we have garages for about one-third of the block from Austin Alley to Gough St. It seems homeless people never miss an opportunity to enter a garage when a door is left open.

11-3

Currently, parking in the neighborhood is very difficult, particularly in the evening when residents who take their cars to work are home. It is hard to get friends to come over because of the difficulty parking. The left lane on Franklin has no parking from 4:00 to 7:00 p.m. Pine St has no parking in the left lane from 3:00 to 7:00 p.m. It is very difficult to get workmen to work in the area in the afternoon. They sometimes have to carry tools, ladders, etc. for two or three blocks to perform their job.

11-4

Increased traffic coming from Fern onto Franklin will cause more of a safety problem for seniors and disabled pedestrians. Wind in the neighborhood is already a huge problem for pedestrians, particularly seniors and disabled. Each high-rise building adds to the problem.

11-5

Finally, the building currently is a very attractive two story building consistent in height with the buildings in the immediate area. It has been mentioned it might be included in a group of historic buildings in the area. If that possibility does not exist, perhaps the basic building could be salvaged and a three or four stories could be added. This would cut down considerably on the length of construction time as well as traffic to and from the building later on.

Sincerely,

Evy Pearce

LETTER
#11
RESPONSE

Evy Pearce
September 10, 2008

11-1 Comment: During the construction process, now projected to be two years, with only one lane of traffic removed from Franklin St, traffic will be a real problem as it is very busy through street currently. Two weeks ago, one lane was closed for a day and I noticed traffic backed up for several blocks because of it.

Response: Potential construction impacts on traffic operations are presented on page 82 of the Draft EIR. Construction activities would not require closure of travel lanes on Franklin Street or Bush Street. However, as indicated in the Draft EIR, the sidewalks on Bush Street and Franklin Street adjacent to the project site may be partially or completely closed during the construction period, and pedestrian traffic would be shifted to a covered pedestrian enclosure on the sidewalk on in the parking lane. The parking lane on the east side of Franklin Street has a tow-away restriction during the 7:00 to 9:00 AM peak period, and serves as a right-turn lane at the approach to Bush Street during this time. The closure of curb lane during the peak period would not substantially affect traffic flow on Franklin Street, as there are three travel lanes to accommodate the traffic flow. Right turns from Franklin Street northbound to Bush Street eastbound would occur from the eastern-most travel lane, the same as they currently occur during non-AM peak period (i.e., between 9:00 AM and 7:00 AM).

11-2 Comment: Driveways on Franklin and Fern will create delays of traffic on those streets, and will be especially problematic during rush hour. They need a plan for delivery and emergency vehicles to park. Their plan to leave garage doors open during the day to shorten entrance and exit time from the garages is not feasible due to thefts and break-ins by the homeless who hang out in the area.

This is a problem for our complex because we have garages for about one-third of the block from Austin Alley to Gough St. It seems homeless people never miss an opportunity to enter a garage when a door is left open.

Response: As indicated on page 78 of the Draft EIR, vehicle entrances to the building could be gated with access provided to residents by remote control. Access to the three commercial parking spaces from Fern Street via the east driveway would be controlled separately, and could be left open during business hours. Taking into consideration the security issues raised by the commenter, the access from Fern Street would be left closed throughout the day.

As discussed in the Draft EIR, given the primarily residential use of the building (which has a flatter peaking pattern than offices uses which have more pronounced morning inbound and evening outbound peaks), and the distribution of parking spaces accessible via Franklin Street versus Fern Street, minimal, if any queuing into the garage is expected.

Delivery loading/unloading impacts are discussed on page 81 of the Draft EIR. Delivery vehicles could be accommodated within the existing commercial vehicle loading/unloading spaces on Bush Street, and since the project would eliminate existing curb cuts into the site and increase adjacent on-street parking, some of the curb space could be designated as commercial vehicle loading/unloading to accommodate the project loading demand. See Response to Comment #11-3 below, regarding parking for delivery vehicles.

Due to the nature of services provided by emergency service providers, emergency vehicles double-park, and are typically not accommodated on-site for development projects.

- 11-3 Comment:** Currently, parking in the neighborhood is very difficult, particularly in the evening when residents who take their cars to work are home. It is hard to get friends to come over because of the difficulty parking. The left lane on Franklin has no parking from 4:00 to 7:00 p.m. Pine St has no parking in the left lane from 3:00 to 7:00 p.m. It is very difficult to get workmen to work in the area in the afternoon. They sometimes have to carry tools, ladders, etc. for two or three blocks to perform their job.

Response: Current on-street parking conditions within the study area are presented on pages 66 and 67 of the Draft EIR. As indicated in the Draft EIR, the majority of the available spaces during the weekday midday and evening periods are metered parking spaces. Within the study area, metered parking spaces are located along Van Ness Avenue and Franklin

Street, and on east-west streets (i.e., California, Pine, Austin, Bush, Fern and Sutter streets) between Franklin Street and Polk Street.

The project site frontage on Bush Street is about 99 feet long and accommodates one metered parking space, five metered motorcycle parking spaces and three driveways. On Bush Street the project would eliminate all driveways into the project site, which would result in an increase in adjacent on-street parking spaces of up to two spaces. To the east of the project site on Bush Street, there are six metered commercial vehicle loading/unloading spaces (and there is one metered commercial vehicle loading/unloading space on Franklin Street to the south of the project site). During field observations, commercial vehicle spaces on Bush Street were generally available. In addition, since the project would result in an increase in adjacent on-street parking, some of the curb could be designated as commercial vehicle loading/unloading to accommodate the project loading demand. On streets where Residential Permit Parking ("RPP") regulations are in effect, on-street parking is well-utilized, and there are very few commercial vehicle loading/unloading spaces, and therefore parking within the RPP areas directly adjacent to destinations is difficult, as indicated by the commenter.

- 11-4 Comment:** Increased traffic coming from Fern onto Franklin will cause more of a safety problem for seniors and disabled pedestrians. Wind in the neighborhood is already a huge problem for pedestrians, particularly seniors and disabled. Each high-rise building adds to the problem.

Response: The commenter raises concerns related to the impact of vehicle trips generated by the proposed project on pedestrians in the area. The impact of the travel demand associated with the proposed project on pedestrians was assessed, and is described on page 80 of the Draft EIR.

Current pedestrian volumes in the project vicinity are low, and are accommodated within the existing sidewalks. The addition of the 69 residential units and 1,472 square feet of commercial office would not substantially increase the number of pedestrians on the adjacent sidewalks, or vehicles traveling to or from the project site. As indicated on page 80 of the Draft EIR, the proposed project would add up to 64 pedestrian trips (including 46 transit

trips, and 18 walk/bicycle/other trips) to the surrounding streets during the weekday PM peak hour. While pedestrian and vehicle trips would increase with the proposed project, these trips could be accommodated without significantly impacting the transportation infrastructure and operating conditions. The Agency will require implementation of transportation improvement measures described in Response to Comment #3-1.

See Response to Comment #1-1 regarding wind issue in the neighborhoods.

- 11-5 Comment:** Finally, the building currently is a very attractive two story building consistent in height with the buildings in the immediate area. It has been mentioned it might be included in a group of historic buildings in the area. If that possibility does not exist, perhaps the basic building could be salvaged and a three or four stories could be added. This would cut down considerably on the length of construction time as well as traffic to and from the building later on.

Response: The Draft EIR on pages 100 and 101 addressed an alternative that considers the option identified by the commenter. Alternative B, the Adaptive Reuse of the Existing Building Alternative, would not include demolition of the 1450 Franklin Street Building but would include renovation of the building to the *Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, or the *Secretary of Interior's Standards for the Treatment of Historic Properties*. It would contain approximately 21 units and 18 parking spaces. Alternative C, the Partial Preservation Alternative, would include demolition of most of the building except for the building's exterior, and would feature about 49 units on seven levels. Alternative B would avoid the proposed project's substantial adverse cumulative historical architectural resource impact.

Please also refer to Response to Comment #6-4.

Letter #12

09/11/2008 15:33

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PAGE 01

G. BLAND PLATT ASSOCIATES
HISTORIC PRESERVATION CONSULTANTS

September 11, 2008

Mr. Stan Muraoka,
Environmental Review Officer
San Francisco Redevelopment Agency
One South Van Ness Avenue
San Francisco, California 94103

By Fax
8 pages

Re: 1450 Franklin Street
Draft Environmental Impact Report
ER 02.01.08

Dear Mr. Muraoka:

Once again, the Redevelopment Agency has issued a DEIR that is neither complete nor objective nor thorough. Consequently, it flies in the face of the Emporium Settlement Agreement entered into by the Redevelopment Agency and its Commissioners with Petitioners in May 2005. See especially 1. (a), (f) and (g) on Pages 4-5 which are appended. Monitoring of this agreement is the purview of the Historic Preservation Fund Committee established under the Settlement Agreement to expend the funds provided by the Settlement. See 2. (a) on Page 6 of the document, also appended.

At the regularly scheduled meeting of the Historic Preservation Fund Committee on Wednesday, September 10, 2008, I presented the issues surrounding the 1450 Franklin DEIR and its inadequacies, especially in light of the Settlement Agreement, to the Committee for their information. A majority of those present had read the DEIR and expressed deep concern about various aspects of the document. So that the matter need proceed no further, it is the Fund Committee's hope that the Redevelopment Agency will professionally remedy the numerous concerns expressed in

12-1...

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PAGE 02

Mr. Stan Maracka September 11, 2008

Page 2

...12-1

Comments provided at the Handmarks Preservation Advisory Board as well as those forwarded to the Agency. In my professional opinion, putting the document so that it can be re-written by qualified professionals before it is again re-circulated for public comment would be the correct approach.

While I support comments made by the Handmarks Board and San Francisco Architectural Heritage, I submit the following:

12-2

1.) Even though the Handmarks Board requested additional historical documentation in its letter to you dated March 20, 2008, there wasn't any. Even initial study information which is very limited is not included in the DEIR. Heritage files indicate that

12-3

Joseph Pasqualitti, the property owner in 1922-1923, played a major role in auto-related construction during this period and seemingly was also importantly linked to the concrete industry. What other buildings, including auto-related properties are attributed to

12-4

Mr. Pasqualitti? Did he use Frederick Meyer as his architect for any of these? Did he use other significant architects? Does the City have copies of the original or subsequent plans and permits for this building? These would provide the original design and document dates as well as date and provide the extent of later alterations. Who were the original and later tenants? What were their businesses? How long did each remain? Were the uses auto-oriented?

Without this information and any additional counsel by a qualified architectural historian, one cannot determine whether the building is eligible for the California (or any other) Register. See pages 52-53.

12-5...

2.) The Van Ness Avenue Plan is an Area Plan of the Master Plan, now called the General Plan, of the City and County of San Francisco. It essentially relates to buildings that front on Van Ness Avenue and was adopted at a time when auto-related uses were re-locating to other parts of the City and the region. For the most part, and in this area, the boundaries do not extend East to Delia or West to Franklin. Note,

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PAGE 03

Mr. Stan Musacka September 11, 2008

Page 3

...12-5 | However, that the plan does note ^{on the 1500 block of Franklin} Contributory buildings, all of which are East of Franklin. The DEIR "Cherry picks" from the "Land Use" portion of the Plan while ignoring the Urban Design, Open Space, Residential Viability, Streetscape and Conservation (including historic buildings) Objectives and Policies. Therefore, 12-6 | Comments on Pages 46-47, 50, 53-54 of the DEIR are inaccurate and misleading, and must be re-written after careful review of the Van Ness Avenue Area Plan in its entirety. It is also important to note the recent re-emergence of the Van Ness Auto Law.

12-7 | 3.) Cumulative Impacts: The last paragraph on Page 54 is not complete, objective or thorough, and may be inaccurate in part. Further, in assessing Cumulative Impacts, the list of nearby projects presented on Page 8 of the "Notice of Preparation of an EIR" for 1407ough should be included in this DEIR, and taken into consideration in re-writing this portion of this DEIR.

12-8 | 4.) Architectural Surveys: Aside from Heritage and the Van Ness Avenue Plan, what other Architectural, historic and/or Land Use Surveys were reviewed? Japantown? Western Addition A-Z, including Land Use Plans? The recently initiated Historic Preservation Fund Committee/Planning Department auto-related survey that was recently initiated? Also, please include all relevant information from Architectural Resources Group's 2006 106 Review.

12-9 | 5.) Photographs of all elevations of 1575-95 Franklin and 1450 Franklin Street are essential and do not appear in the DEIR. Figures 9-12 on Pages 37-40 are not helpful or useful due to poor quality and the distance from which they were taken.

12-10 | 6.) Mitigation Measures: All are inadequate and would not begin to mitigate the loss of the resource. Further, none has been agreed to. If HABS recording is genuine, some of the funds should have been spent initially to inform the DEIR. A photo exhibit would be costly and would not provide any long-term benefit. This needs sincere thought.

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PAGE 04

Mrs. Stan Murreoka September 11, 2008

Page 4

12-11

In closing, I wish to protest the holding of a public hearing on this DEIR before your Commission just one week after its publication which was only three days after I received my copy. I believe the Planning Department schedules such hearings 3-4 weeks after publication to enable the public adequate review time as well as time to formulate comments. Scheduling the hearing as expedient deprived me, and others, from appearing before the Redevelopment Commission to present significant and relevant concerns.

Thank you for the opportunity to comment on this DEIR.

Sincerely yours,
 Eutaw L. Platt
 (Mrs. Glend Platt)

Attachments:

Cover and Pages 4-6 of Exposition Settlement Agreement between the San Francisco Redevelopment Agency and its Commissioners and the Petitioners.

DUPLICATE

SETTLEMENT AGREEMENT AND RELEASE OF CLAIMS

This SETTLEMENT AGREEMENT AND RELEASE OF CLAIMS ("Agreement") dated for reference purposes only as of May __, 2005, is made by and between the REDEVELOPMENT AGENCY OF THE CITY AND COUNTY OF SAN FRANCISCO, a public body corporate and politic established pursuant to the California Community Redevelopment Law ("Agency") and SAN FRANCISCANS UPHOLDING THE DOWNTOWN PLAN, an unincorporated association, and SAN FRANCISCANS FOR PRESERVATION PLANNING, a California political action committee ("Petitioners").

THIS AGREEMENT IS MADE WITH REFERENCE TO THE FOLLOWING FACTS AND CIRCUMSTANCES:

A. On October 10, 2000, the Board of Supervisors approved, per Ordinance No. 236-00, the Yerba Buena Center Redevelopment Plan Amendment ("Plan Amendment") expanding the Yerba Buena Center Project Area for the purpose of alleviating physical and economic blight in the area where the former Emporium Department Store building and other substandard buildings existed. The Plan Amendment also requires the retention and restoration of certain historically significant features of the Emporium Department Store Building.

B. On September 25, 2000, the Agency Commission authorized an Owner Participation Agreement/Disposition and Development Agreement ("OP/DDA") with Emporium Development, LLC ("Developer"). (Agency Resolution No. 179-2000). On June 10, 2003, the Agency Commission authorized a first amendment to the OP/DDA. ("Amended OP/DDA") (Agency Resolution No. 84-2003). The Plan Amendment and Amended OP/DDA provide for the redevelopment, rehabilitation and revitalization of the Emporium Site Area, including the development of a mixed-use project consisting of a major department store and associated retail, entertainment, restaurant, cinema, and office uses (the "Project"). The Project will contain approximately 1.6 million gross square feet of floor area.

C. The Agency and the City and County of San Francisco (the "City"), acting by and through its Planning Commission, entered into a Delegation Agreement dated as of October 17, 2000, under which the Agency delegated to the City's Planning Commission and/or the Planning Department the responsibility for design review and the administration of the specified standards for development consistent with the Plan Amendment.

D. Section F of the Standards for Development for the Emporium Site Area contained in the Plan Amendment established standards for the treatment of certain historic features of the Emporium Building in the course of the Project. Specifically, the Market Street facade of the former Emporium Building must be "retained, rehabilitated and restored . . . applying the Secretary of Interior's Standards for Treatment of Historic Properties." The Emporium Building dome must be "restored and raised . . . to a location at the roof of the new building," and the rotunda "restored and reconstructed" to match

are substantially different from the plans and mitigation measures described in the Final Environmental Impact Report and thus violates the California Environmental Quality Act (the "Claims").

P. This Agreement is intended to settle the dispute between the Agency and the Petitioners and resolve fully the Claims. Resolution of the Claims as provided in this Agreement will promote historic preservation purposes and will make changes in Agency policies and procedures regarding the Agency's future survey and project areas. This Agreement does not require changes to the policies and procedures governing redevelopment plans that are in their final stages of consideration before the Agency and Board of Supervisors, i.e. the Transbay, Mid-Market, and Bayview Hunters Point Redevelopment Plans and the South of Market Plan Amendment.

ACCORDINGLY, the Agency and the Petitioners agree as follows:

1. Adoption of Agency Policies Regarding Historic Preservation. The Agency shall adopt, after public notice and hearing, policies that guide future survey and project areas and that are consistent with the following provisions:

a. As part of an overall budget for the study of a proposed redevelopment project area (i.e. a survey area), the Agency shall seek funding from the Board of Supervisors to conduct a building-by-building survey of each parcel in the area. If funded, this survey will include, among other things, an architectural description and analysis together with historical documentation of each building, structure, or object, and will also note whether it has been designated in any existing City survey or other official listing. This survey and review shall inform and guide the preparation of a redevelopment plan and of the environmental impact report for that plan. The survey results shall be included in the draft and final environmental impact reports for the proposed redevelopment project area.

b. The Agency shall instruct the consultants or staff responsible for conducting the survey described in Section 1.a. to consult in advance with the City Planning Department and Landmarks Preservation Advisory Board to ensure that the methodology, evaluation system, use of technical advisors and peer reviewer, and descriptions of buildings' historical and/or architectural significance are consistent with the survey instruments, methodology, and formats used by the City Planning Department and Landmarks Preservation Advisory Board.

c. The Agency shall file, in a manner conducive to public access, the surveys described in Section 1.a., any surveys that may exist for other redevelopment plans referred to in paragraph P. above, and related written information with the Central Records Division of the Agency. The Agency shall organize, maintain, and, to the extent feasible, cross-index the surveys. The Agency shall also provide copies of surveys to the following City Departments and organizations and shall request that they provide for public access to the same surveys and

related information: the Office of Environmental Review of the San Francisco Planning Department, the San Francisco History Room at the San Francisco Main Library, the California Office of Historic Preservation, the San Francisco Landmarks Preservation Advisory Board, and San Francisco Architectural Heritage. Surveys and related information that are available in electronic format shall be made available in that format as well.

d. When the Agency prepares a survey described in Section 1.a., the Agency shall include the survey as an appendix to the certified final environmental impact report rather than simply making a reference to the survey in the report.

e. For projects subject to mitigation monitoring related to impacts on historic or cultural resources, the Agency shall require project sponsors to provide sufficient funding to enable Agency staff to monitor project construction relative to the protection of historic and cultural resources associated with the projects if the Agency has a proprietary interest in the project (i.e. projects subject to a disposition and development agreement, loan agreement, or owner participation agreement providing for tax increment financing). If the Agency does not have such an interest, it shall attempt to negotiate with project sponsors to provide funding for this purpose. With such funding, Agency staff shall monitor a project's construction in consultation with qualified historic resource consultants contracted to or employed by the Agency and shall publicly report in writing (and in person as requested) to the Agency Commission, the San Francisco Landmarks Preservation Advisory Board; and, when appropriate, to the Planning Commission and the Building Inspection Commission.

f. Agency staff and consultants shall coordinate with the Department of City Planning to develop standard formats for environmental documents that conform with Chapter 31 of the Administrative Code, and with similarly standard formats for information required by the San Francisco Landmarks Preservation Advisory Board. The Agency shall ensure that project staff is familiar with these standardized document formats and procedures.

g. For projects affecting historic and cultural resources, the Agency shall apply mitigation measures and conditions of approval that are consistent with those used by the Planning Department and Landmarks Preservation Advisory Board. For example, the Agency acknowledges that the Landmarks Preservation Advisory Board has adopted the Secretary of the Interior's Standards and Guidelines, and the Agency shall apply them to the same extent as the Department does.

h. In light of the benefits of coordinating planning for projects affecting historic resources within the City of San Francisco, the Agency intends as a general practice to propose redevelopment plans to the Board of Supervisors that primarily rely on the Planning Code, including Articles 10 and 11, and that rely on the Department of City Planning, pursuant to a delegation agreement, to

administer the Planning Code, including Articles 10 and 11, in the project area. In the event that the Agency does not recommend the use of the Planning Code and Articles 10 and 11 in a proposed redevelopment plan, which the Agency intends to be the exception to the general practice, it shall make specific findings, at a public hearing, explaining the basis for its recommendation.

Petitioners acknowledge that the Agency Commission's adoption of the Historic Preservation Policy substantially in the form of the attached Exhibit A shall satisfy the requirements of this Section.

2. Developer Payment for Preservation of Historic Resources.

a. Use of Payment. As a result of negotiations between the Agency and Developer, the City, in care of the Mayor's Office of Economic and Workforce Development, may receive an amount not to exceed \$2.5 million (the "Developer Payment") to resolve the dispute described in paragraph L. The Developer Payment shall be used solely for historic preservation purposes, including but not limited to: education, feasibility studies, consultant services grants, monitoring of this Agreement, research and documentation for CEQA evaluations, nominations of properties to state or federal historic registers, architectural surveys sponsored by neighborhood organizations that would further preservation planning in San Francisco, legislative and administrative actions to implement such surveys, and other preservation advocacy oriented purposes in the City and County.

b. Attorneys Fees. The Developer Payment may not be used to pay attorneys' fees or costs in connection with any litigation, whether or not related to historic preservation, provided that up to \$10,000 of the Developer Payment may be used to pay counsel to the Petitioners for attorneys' fees and costs incurred in connection with the Petition. Petitioners shall provide such written documentation of attorney's fees and costs incurred for the Petition, as the Agency or the City may reasonably request. The disbursement of such sum for attorneys' fees and costs incurred for the Petition shall not be subject to the advisory committee process described below. The parties shall support acceptance of the Developer Payment by the City and any approval actions, including any required Board of Supervisors appropriation ordinance, necessary to disburse the portion of the Developer Payment to pay for attorneys' fees and costs incurred for the Petition as contemplated by this Section.

c. Historic Preservation Fund Committee. The Mayor's Office of Economic and Workforce Development shall be responsible for disbursing the Developer Payment in accordance with this Agreement. Prior to disbursing any amount of the Developer Payment, the Mayor's Office of Economic and Workforce Development shall consider the recommendations of a Historic Preservation Fund Committee ("Committee"). The Committee shall hold a duly noticed public meeting before making recommendations about any disbursement of the Developer Payment. The Committee shall consist of seven volunteer members. The Mayor, the President of the Board of Supervisors, the Landmarks Preservation Advisory Board, the Redevelopment Agency, San Franciscans for Preservation Planning, San Francisco Architectural Heritage, and San Francisco

LETTER
#12
RESPONSE

G. Bland Platt
G. Bland Platt Associates
September 11, 2008

12-1 Comment: Once again, the Redevelopment Agency has issued a DEIR that is neither complete nor objective nor thorough. Consequently, it flies in the face of the Emporium Settlement Agreement entered into by the Redevelopment Agency and its Commissioners with Petitioners in May 2005. See especially 1.(a), (f) and (g) on Pages 4-5 which are appended. Monitoring of this Agreement is the purview of the Historic Preservation Fund Committee, established under the Settlement Agreement to expend the funds provided by the settlement. See 2.(a) on Page 6 of the Document, also appended.

At the regularly scheduled meeting of the Historic Preservation Fund committee on Wednesday, September 10, 2008, I presented the issues surrounding the 1450 Franklin DEIR and its inadequacies, especially in light of the Settlement Agreement, to the Committee for their information. A majority of those present had read the DEIR and expressed deep concern about various aspects of the document. So that the matter need proceed no further, it is the Fund Committee's hope that the Redevelopment Agency will professionally remedy the numerous concerns expressed in comments provided at the Landmarks Preservation Advisory Board as well as those forwarded to the Agency. In my professional opinion, pulling the document so that it can be re-written by qualified professionals before it is again re-circulated for public comment would be the correct approach.

Response: As stated in Response to Comment #10-1, the HRE prepared for the Draft EIR is consistent with the survey instruments, methodology, and formats used by the City Planning Department. As noted in Response to Comment #8-10 the organization of the HRE and the requirements of Bulletin 16 are almost identical. The methodology, evaluation system, use of technical advisors, and descriptions of buildings' historical and/or architectural significance are consistent with other Planning Department reports.

The referenced Settlement Agreement specifically states that the "Agency shall adopt, after public notice and hearing, policies that guide future survey and project areas." It specifies

that that the Agreement pertains to studies of proposed redevelopment project areas and plans. The proposed project is an individual project in an established Redevelopment Project Area (Western Addition A-2).

Section 1.a referenced by the commenter states that survey information shall inform and guide the preparation of a redevelopment plan and the environmental impact report for that plan. The *Western Addition A-2 Redevelopment Plan* is an existing plan, and therefore, the Settlement Agreement does not apply.

- 12-2 Comment:** Even though the Landmarks Board requested additional historical documentation in its letter to you dated March 26, 2008, there isn't any. Even Initial Study information which is very limited is not included in the DEIR.

Response: The Draft EIR and the HRE are adequate and completed in accordance with State CEQA Regulations and Guidelines. Please see Responses to Comment #9-1 through #9-9. The Draft EIR contains the Initial Study in Appendix A.

- 12-3 Comment:** Heritage files indicate that Joseph Pasqualetti, the property owner in 1922-1923, played a major role in auto-related construction during this period and seemingly was also independently linked to the concrete industry. What other buildings, including auto-related properties are attributed to Mr. Pasqualetti? Did he use Frederick Meyer as his architect for any of these? Did he use other significant architects?

Response: Joseph Pasqualetti emigrated from Genoa, Italy to New York in 1900 "with only \$6 in his pocket" and began a successful career as a general contractor in San Francisco after the 1906 earthquake building speculative structures, some of which were auto-related. His firm, the American Concrete Company, was located on Greenwich Street. A list of his buildings from the SF Heritage files include 1601-25 Bush, 550 Turk, 240 Sixth St, 1550 Union, 1355 Pacific, 1140 Powell, and the subject building at 1565 Bush / 1450 Franklin. Of these seven buildings, all are concrete structures in auto-related use, of which the subject building is the most architecturally distinguished. None of the others was designed by Meyer

& Johnson. His association with the subject building lasted approximately one year. He is not known to be a person of importance to local, regional or national history.

12-4 Comment: Does the city have copies of the original or subsequent plans and permits for this building? Those would provide the original design and document dates as well as date and provide the extent of later alterations. Who were the original and later tenants? What were their businesses? How long did each remain? Were the uses auto-oriented? Without this information and any additional found by a qualified architectural historian, one cannot determine whether the building is eligible for the California (or any other) Register. See pages 52-53.

Response: The original plans are not available, but the fact that the building was originally constructed as a service station suggests that more changes have occurred than may be readily visible. The 1915 Sanborn map, published seven years after the 1906 earthquake and fire reveals that much of the central portion of the 1500 block of Bush Street remained unreconstructed. In January 1922 Joseph Pasqualetti purchased the still vacant 1450 Franklin Street lot from the Hooker Estate Company. Shortly thereafter, the American Concrete Company built the existing two-story concrete fireproof building to the designs of Meyer & Johnson. The east section housed an auto tops shop; the middle section housed an auto repair shop; the west section housed an oil and gas service station. Subsequent tenants and/or owners include E. B. De Goia (1933-34); R. Dodge (1935); Chris Mondakis (1955); Imported Motor Service (1966); Renault, Inc. (1966); Hughson Ford Trucks (1974); Alfred P. Sontag (1976); Robert Hopps (1976); Nigel's Furniture (1976); Miracle Motor Paint (1977); Werner Erhard and Associates (1981-84); Bush/Franklin Garage (1985); Dawydiak Exotic Cars (1988-present); Franklin Bush Investment (1989); and Bolivar, Inc. (1995). As a speculative building, subsequent tenants would generally have no primary historic association with the building, which is a requirement for register listing.

Also see Response to Comment #9-1.

12-5 Comment: The Van Ness Avenue Plan is an Area Plan of the Master Plan, now called the *General Plan*, of the City and County of San Francisco. It essentially relates to buildings that

front on Van Ness Avenue and was adopted at a time when auto-related uses were re-locating to other parts of the City and the region. For the most part, and in this area, the boundaries do not extend east to Polk or west to Franklin. Note, however, that the plan does not note contributory buildings, on the 1500 block of Bush Street, all of which are east of Franklin.

Response: As noted in Response to Comment #6-3, the map of Significant Buildings contained in the *Van Ness Avenue Area Plan* does include the subject property. Therefore, its exclusion is indication that the Planning Department did not consider the building to be a significant contributory building at that time.

12-6 Comment: The DEIR “cherry picks” from the “Land Use” portion of the Plan while ignoring the Urban Design, Open Space, Residential Liveability, Streetscape and Conservation (including historic buildings) Objectives and Policies. Therefore, comments on Pages 46-47, 50, 53-54 of the DEIR are inaccurate and misleading, and must be re-written after careful review of the Van Ness Avenue Area Plan in its entirety. It is also important to note the recent re-emergence of the Van Ness Auto Row.

Response: The pages referenced by the commenter pertain to the discussion of the *Van Ness Avenue Area Plan* in the context of historical resources. The *Area Plan* is one of several plans relevant to the proposed project.

CEQA requires that an EIR identify any potential conflicts with any adopted plans and goals of the City or Region, if applicable. Redevelopment Agency plans, such as the *Western Addition A-2 Redevelopment Plan*, provides general policies and objectives to guide land use decisions. Environmental plans and policies are those, like the *Bay Area Air Quality Plan* and the *Bay Area 2005 Ozone Strategy*, that directly address physical environmental issues and/or contain targets or standards required to preserve or improve characteristics of the City’s physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. The evaluation of environmental effects in the Draft EIR discussed any conflict between the proposed project and policies that relate to physical environmental issues.

The Redevelopment Agency Commission will consider the compatibility of the proposed project with *Redevelopment Plan* policies that do not relate to physical environmental issues in their deliberations over whether to approve or disapprove the proposed project. Potential conflicts with *Redevelopment Plan* policies identified as part of the project review process would not alter the physical environmental effects of the proposed project that the Draft EIR assesses.

The Draft EIR notes on page 3 that the project will be subject to review by the Agency for consistency with the *Redevelopment Plan*, the *Design for Development*, the *General Plan*, the *Van Ness Avenue Area Plan*, and other relevant plans.

Also see Response to Comment #6-1 regarding the potential MPS Auto Row Historic District.

12-7 Comment: Cumulative Impacts. The last paragraph on Page 54 is not complete, objective or thorough, and may be inaccurate in part. Further, in addressing Cumulative Impacts, the list of nearby projects presented on Page 8 of the “Notice of Preparation of an EIR” for 1407 Gough should be included in this DEIR, and taken into consideration in re-writing this portion of this DEIR.

Response: The discussion on pages 54 and 55 of the Draft EIR relate to the issue of the potential cumulative historical resource impact of the project and other projects in the area. The Draft EIR and the HRE both state that the proposed project would result in the demolition of the existing building at 1450 Franklin Street. The building is contributory to a potentially eligible National Register MPS Historic District, and its demolition in combination with demolition of other buildings that would be considered to be contributory to the potential Historic District could result in a significant cumulative impact.

As noted in Response to Comment #6-1, although the 1450 Franklin Street building contributes to a potential MPS Historic District, its demolition would not necessarily result in a substantive adverse change to the significance of the MPS Historic District as a whole, which, for the purpose of the Draft EIR, is the historical resource in question. The building is

one of numerous automotive-themed buildings that remain and contribute to the character of the Van Ness Avenue automotive theme sub-area, thus there remain numerous examples within the potential district of the same type of structure that the building represents. Unlike the neighborhood that comprises the potential district, the neighborhood directly surrounding 1450 Franklin Street has a varied mix of early twentieth century mid-and high rise residential buildings, lower-rise commercial buildings, and some mid-and high-rise late Twentieth Century buildings. The proposed demolition of this building would not materially impair the potential district to which it contributes and would not substantially affect the potential district in terms of eligibility for the California Register or National Register.

The transportation impacts analysis in the Draft EIR also addresses cumulative impacts on pages 84 and 85, and concludes that the proposed project would not have a significant cumulative transportation impact.

Proposed development in the area could include a 25-story and 15-story, two-tower 283-unit residential project at 1634 Pine on the northeast corner of Pine and Franklin streets; a 300-unit, 38-story residential tower at 1481 Post Street/1333 Gough Street, between Sutter and Post streets; a 28-unit, five-story residential building at 1521 Sutter Street between Gough and Octavia streets; and a 107-unit residential-over-grocery (Trader Joe's) mixed-use building, proposed at 1285 Sutter Street at the southeast intersection with Van Ness Avenue. The proposed California Pacific Medical Center, consisting of a 620-bed hospital and its associated medical offices, would be located one block east of the project site at Van Ness Avenue, on the block bounded by Post, Geary, and Franklin streets. The medical office building for the project is proposed along Geary Street, east of Van Ness Avenue. Other proposed developments in the project area include the remodeling of the Japantown Center.

- 12-8 Comment:** Aside from Heritage and the Van Ness Avenue Plan, what other architectural, historic and/or land use surveys were reviewed? Japantown? Western Addition A-2 including land use plans? The recently initiated Historic Preservation Fund Committee/Planning Department auto-related survey that was recently initiated? Also, please include all relevant information from Architectural Resources Group's 2006 106 Review.

Response: The Draft EIR reviewed all available plans and/or land use studies that are relevant to the proposed project. Those studies were identified in the Draft EIR and include the historical resources identified by the commenter (the Heritage studies and the *Van Ness Avenue Area Plan*), and the Section 106 Review report for the area, completed in May 2004 by Architectural Resource Group. The bibliography of the HRE prepared for the Draft EIR lists the following sources on page 11:

Published

Crocker-Langley Company. City Directories for San Francisco.

Kirker Harold. *California's Architectural Frontier*. New York: Russell & Russell, 1960.
Murphy, Edward A. *San Francisco's Thoroughfares*. San Francisco: s.n., 1920s.

Olmsted, Roger and T. H. Watkins. *Here Today, San Francisco's Architectural Heritage*. San Francisco: Chronicle Books, 1968.

Page & Turnbull, Inc., *Historic Resource Evaluation: 1522 Bush Street San Francisco, California* July 9, 2004

U.S. Department of the Interior. *How to Apply the National Register of Historic Places Criteria for Evaluation*. Washington, D.C., 1997.

VerPlanck, Christopher, SF Heritage News, Nov / Dec, 1999, Vol XXVII, No. 6, p.5, "Frederick H. Meyer: Versatile Architect of the Old School."

Woodbridge, Sally B. and John M. *Architecture San Francisco: The Guide*. (San Francisco: AIA San Francisco Chapter, 1982).

Unpublished Sources

California Historic Resources Information System. Record Search: 1575-95 Bush / 1450 Franklin Street.

City and County of San Francisco Assessor's Office. Block maps and property transfer records for 1575-95 Bush / 1450 Franklin Street .

City and County of San Francisco Department of Building Inspection. Building and alteration permits for 1575-95 Bush / 1450 Franklin Street.

San Francisco Planning Department. *CEQA Review Procedures for Historic Resources*. San Francisco Planning Department, October 8, 2004

San Francisco Planning Department. *Van Ness Avenue Plan, An Element of the General Plan*. Adopted July 27, 1996.

San Francisco Public Library: Sanborn Fire Insurance Maps: 1886, 1899, 1915 and 1950.

12-9 Comment: Photographs of all elevations of 1575-95 Sutter Street and 1450 Franklin Street are essential and do not appear in the DEIR. Figures 9-12 on Pages 37-40 are not helpful or useful due to poor quality and the distance from which they were taken.

Response: See Response to Comment #8-8 for additional photos of the project site.

12-10 Comment: All are inadequate and would not begin to mitigate the loss of the resource. Further, none has been agreed to. If HABS recordation is genuine, some of the funds should have been spent initially to inform the DEIR. A photo exhibit would be costly and would not provide any long-term benefit. This needs sincere thought.

Response: The Draft EIR notes that the mitigation measures would not be sufficient to offset the loss of a potential historical resource and the demolition of the existing building would be a significant cumulative environmental impact. Although the mitigation measures would not avoid the impact or reduce it to a less than significant level, three additional mitigation measures have been identified in Response to Comment #6-6 (Research Compilation, Contribution to City's Historic Preservation Fund) and Response to Comment #8-7 (Salvage).

12-11 Comment: In closing, I wish to protest the holding of a public hearing on this DEIR before your Commission just one week after its publication which was only three days after I received my copy. I believe the Planning Department schedules such hearings 3-4 weeks after publication to enable the public adequate review time, as well as time to formulate comments. Scheduling the hearing as you did deprived me, and others, from appearing before the Redevelopment Commission to present significant and relevant concerns.

Response: The Redevelopment Agency Commission considers all comments received on the Draft EIR, whether they are oral comments at the public hearing or written comments submitted during the comment period. This Comments and Responses document includes all such comments. The public comment period on the Draft EIR started on July 28, 2008 and ended on September 11, 2008. This allowed 37 days for written comments to be submitted following the August 5, 2008 public hearing.

Agency staff received additional comments by attending the September 3, 2008 meeting of the LPAB, the September 9, 2008 meeting of the San Francisco Architectural Heritage's Issues Committee, and the September 11, 2008 meeting of the Western Addition Citizens Advisory Committee.

In addition, as noted in Response to Comment #7-1, two community meetings were held by the project sponsor at the suggestion of the Redevelopment Agency Commission at the August 5, 2008 public hearing on the Draft EIR. The first meeting was held on September 10, 2008 at the Holiday Inn located at 1500 Van Ness Avenue, approximately three blocks from the project site. At the recommendation of Agency staff, a second meeting was held on October 6, 2008 at the Holiday Inn located at 1500 Van Ness Avenue.

Letter #13

Linda S. Adams
Secretary for
Environmental Protection



Department of Toxic Substances Control

Maureen F. Gorsen, Director
700 Heinz Avenue
Berkeley, California 94710-2721



Arnold Schwarzenegger
Governor

August 26, 2008

Mr. Stanley Muraoka
San Francisco Redevelopment Agency
1 South Van Ness Avenue, 5th Floor
San Francisco, California 94103



Dear Mr. Muraoka:

Thank you for the opportunity to comment on the draft Environmental Impact Report (EIR) for the 1450 Franklin Street Mixed-Use Project (Project). The Project involves demolition of an existing 2-story automotive services building and construction of a 13-story residential building with the lower two floors for parking in San Francisco.

As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project under the California Environmental Quality Act (CEQA) adequately addresses activities pertaining to releases of hazardous substances.

13-1

On page 36 in the hazardous materials section does not specify that lead or lead-based paint surveys will be completed prior to demolition of the existing building. Also on page 36, the historical usage of the property for automotive services is discussed however testing for hydrocarbons and solvents are not planned. Based on the information contained the draft EIR, it is not clear whether or not these issues have been considered. Where concerns are identified, sampling should be conducted to determine whether these are issues that will need to be addressed in the CEQA compliance document.

13-2

If previously unidentified hazardous substances are encountered, they will need to be addressed as part of this project. For example, if hazardous substances are expected to

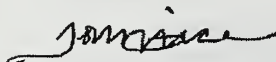
be encountered, the project should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation or demolition activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of public upset should be there an accident at the Site.

♻️ Printed on Recycled Paper

Mr. Stanley Muraoka
August 26, 2008
Page 2

If you have any questions or would like to schedule a meeting, please contact me at (510) 540-3811. Thank you in advance for your cooperation in this matter.

Sincerely,



Tom Price, Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, CA 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

**LETTER
#13
RESPONSE**

Tom Price, Brownfields and Environmental Restoration Program
Department of Toxic Substances Control
August 26, 2008

13-1 Comment: On page 36 in the hazardous materials section does not specify that lead or lead-based paint surveys will be completed prior to demolition of the existing building. Also on page 36, the historical usage of the property for automotive services is discussed however testing for hydrocarbons and solvents are not planned. Based on the information contained the draft EIR, it is not clear whether or not these issues have been considered. Where concerns are identified, sampling should be conducted to determine whether these are issues that will need to be addressed in the CEQA compliance document.

Response: The issues of lead and lead-based paint, and the potential presence for hydrocarbons and solvents have been considered and the existing local and State hazardous materials regulations will ensure that the project will have no significant hazardous materials impacts.

The age of the building indicates that both interior and exterior paints may contain lead, and the Phase I ESA recommends conducting a survey for lead prior to demolition. Any construction activity that would disturb building areas containing lead-based paint, whether deteriorated or intact, must be conducted in compliance with Section 3407 of the *San Francisco Building Code*, Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building, or the interior of occupied buildings (E3, R1, or R3 occupancy classifications) built prior to or on December 31, 1978, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3407 applies to buildings or steel structures on which original construction was completed prior to 1979, which are assumed to have lead-based paint on their surfaces unless a certified lead inspector/assessor tests surfaces for lead and determines it is not present according to the definitions of Section 3407. The ordinance contains performance standards,

including establishment of containment barriers at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (“HUD”) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards), and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Cleanup standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air (“HEPA”) Filter vacuum following interior work.

The ordinance also includes notification requirements, contents of notice, and requirements for project site signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the Department of Building Inspection with written notice that describes the address and location of the proposed project; the scope and specific location of the work; whether the responsible party has reason to know or presume that lead-based paint is present; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include: a Post Sign notifying the public of restricted access to work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by the Department of Building Inspection, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures, already established as part of the building permit review process, would ensure that potential impacts of the proposed project due to the presence of lead-based paint would be reduced to a less-than-significant level.

The Environmental Site Assessment for the project site concluded that the presence of petroleum products, hazardous materials and wastes was low (Initial Study pages 35-36, Draft EIR Appendix A):

If, based on the results of the soil tests conducted for excavation, the San Francisco Department of Public Health (“DPH”) determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all contaminated soils designated as hazardous waste would be excavated by a qualified Removal Contractor and disposed of at a regulated Class I, II, or III hazardous waste landfill in accordance with state and federal regulations, as stipulated in the Site Mitigation Plan, which would be prepared by the project sponsor and approved by DPH. The Removal Contractor would, as required, obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils would be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions would be taken in coordination with DPH.

If DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, a Site Health and Safety (“H&S”) Plan would be required by the California Division of Occupational Safety and Health (“OSHA”) prior to initiating any earth-moving activities at the site. The H&S Plan would be prepared by the project sponsor and approved by OSHA. The H&S Plan would identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols would include at a minimum:

- The dust control measures specified in Air Quality Mitigation Measure AQ-1.
- Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- Protocols for managing stockpiled and excavated soils.

The H&S Plan would identify site access controls to be implemented from the time of ground disturbance through the completion of earthwork construction. The protocols would include at a minimum:

- Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier of sufficient height and structural integrity to prevent entry and based upon the degree of control required.
- Posting of “no trespassing” signs.
- Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.

If groundwater contamination is identified, the H&S Plan would identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols would include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.

The H&S Plan would include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel would also be required to wash hands and face before eating, smoking, and drinking.

The H&S Plan would include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures could include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.

- 13-2 Comment:** If previously unidentified hazardous substances are encountered, they will need to be addressed as part of this project. For example, if hazardous substances are expected to be encountered, the project should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation or demolition activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of public upset should be there an accident at the Site.

Response: The project sponsor will follow the steps above outlined by the commenter. If previously unidentified hazardous substances are encountered, the project sponsor will implement/follow regulations of the State Department of Toxic Substance Control, the Bay Area Air Quality Management District and the San Francisco Department of Public Health, as applicable.

Also see Response to Comment #13-1.

Letter #14



Golda207@aol.com
08/26/2008 03:00 PM

To Stanley.Muraoka@sfgov.org
cc
bcc
Subject Re: 1450 Franklin St proposed project

Dear Sir:

I was at the last meeting concerning the proposed project at 1450 Franklin St, San Francisco.

My interest in the project is that my wife owns the building at 1499 Franklin at Bush St; Wheel Works being the master tenant. To address the traffic impact problem, my contention is that the proposed traffic flow inside the building as it has been proposed is very problematic for Franklin St. They are proposing an ingress and egress on Fern St, which is little more than an alley way, and likewise on Franklin, which is a major thoroughfare. In addition, the in/out driveway on Franklin is close to the traffic light at Bush and Franklin, which is a very busy intersection, and would back up traffic on Franklin.

I feel that a better solution for the traffic would be to re design the traffic flow to go into the building on Franklin St, and exit onto Bush St. This would eliminate the bottleneck on Franklin and facilitate easier egress on to Bush, which is a one way east.

I also contend that a 13 story building would be a detriment to the area due to the shortage of parking spaces that are proposed, i.e., 69 spaces, only 1 for handicap, a shortage of 20+ spaces for parking, and asking the visitors and excess to fend for themselves in an area where there is limited or hourly street parking, and expensive car lots. Too much is based upon the fact that people will have to depend on an inefficient bus transportation system. The developer should consider his alternative plans of scaling back the project (pg 102, proposal #C) to balance the number of tenants, parking, and traffic impact instead of trying to maximize the profit of the building at the expense of the current residents and the city's infrastructure capabilities.

Thank you, Robert A. Reingold

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LETTER

#14

RESPONSE

Robert A. Reingold
August 26, 2008

14-1 Comment: My interest in the project is that my wife owns the building at 1499 Franklin at Bush St; Wheel Works being the master tenant. To address the traffic impact problem, my contention is that the proposed traffic flow inside the building as it has been proposed is very problematic for Franklin St. They are proposing an ingress and egress on Fern St, which is little more than an alley way, and likewise on Franklin, which is a major thoroughfare . In addition, the in/out driveway on Franklin is close to the traffic light at Bush and Franklin, which is a very busy intersection, and would back up traffic on Franklin. I feel that a better solution for the traffic would be to re design the traffic flow to go into the building on Franklin St, and exit onto Bush St. This would eliminate the bottleneck on Franklin and facilitate easier egress on to Bush, which is a one way east.

Response: The project driveway on Franklin Street would be about 80 feet from Bush Street, which would provide for adequate distance for vehicles to exit the project driveway and merge into traffic. Since Franklin Street is one-way northbound, vehicular movements into and out of the garage would be right-turn-in and right-turn-out only. Franklin Street contains three travel lanes, and four lanes during the 7:00 to 9:00 AM peak period, when the east parking lane is converted to a travel lane (to a right-turn-only lane at the approach to Bush Street). Due to the three travel lanes on Franklin Street, it is not anticipated that there would be substantial conflicts between project-generated vehicles destined to and from the project driveway on Franklin Street, and the traffic flow on Franklin Street.

Also see Response to Comment #1-2.

14-2 Comment: I also contend that a 13 story building would be a detriment to the area due to the shortage of parking spaces that are proposed, i.e., 69 spaces, only 1 for handicap, a shortage of 20+ spaces for parking, and asking the visitors and excess to fend for themselves in an area where there is limited or hourly street parking, and expensive car lots. Too much is based upon the fact that people will have to depend on an inefficient bus transportation system. The developer should consider his alternative plans of scaling back the project (pg 102, proposal

#C) to balance the number of tenants, parking, and traffic impact instead of trying to maximize the profit of the building at the expense of the current residents and the city's infrastructure capabilities.

Response: The proposed project would provide parking in accordance with the requirements of the *Redevelopment Plan*, and the 73 spaces proposed as part of the project would meet the *Redevelopment Plan* requirements. Based on the methodology as specified in the *San Francisco Transportation Impact Analysis Guidelines for Environmental Review (San Francisco Guidelines)*, the 69 residential units and 1,472 square feet of commercial office use would generate a parking demand for 93 spaces, thereby resulting in a shortfall of 20 spaces. The parking demand associated with the project may be somewhat lower than determined using the *SF Guidelines* methodology. The residential parking demand rates are based on citywide parking demand, and compared with the rest of the city, car ownership in the project area is lower, and therefore, the actual parking demand for the proposed project would likely be less than projected. According to auto availability statistics from the 2000 U.S. Census, current residents in the area (Census Tract 151) have an average of 0.77 vehicles per household, whereas 1.11 vehicles per household is the average vehicle ownership rate for the entire City.

The parking impact analysis, as specified in the *San Francisco Guidelines*, compares the proposed parking space supply to the requirements (in the case of this project, the *Redevelopment Plan* requirements would be applicable, and also compares the proposed supply to the estimated parking space demand. As stated on page 69 of the Draft EIR, the *Redevelopment Plan* requires that the proposed project provide a minimum of 69 parking spaces for the residential units, and three parking spaces for the 1,472 square feet of office uses, for a total of 72 spaces. Since the project would provide 73 parking spaces it would meet the *Redevelopment Plan* requirement. However, the 93-space parking demand would exceed the proposed parking space supply of 73 spaces by 20 spaces.

The significance criterion used to assess parking is presented on pages 64 and 65 of the Draft EIR. San Francisco does not consider parking supply as part of the permanent physical environment because parking conditions are not static, as parking supply and demand varies

from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

As stated in the Draft EIR, parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. According to CEQA Guidelines § 15064(e), a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact as per CEQA Guidelines § 15131(a.) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not considered a physical environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service, in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

IV. ORAL COMMENTS AND RESPONSES

This chapter includes a transcript of the public hearing held on August 5, 2008, and the responses to the oral comments received during the public hearing. Each comment and response is labeled with a reference number in the margin.

PROCEEDINGS August 5, 2008

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REDEVELOPMENT AGENCY

OF THE CITY AND COUNTY OF SAN FRANCISCO

Tuesday, August 5, 2008

Item 4.2: Public Hearing on the
Draft Environmental Impact Report for the
1450 Franklin Street Project: Western Addition

Redevelopment Project Area A-2

City Hall, Room 416

1 Dr. Carlton B. Goodlett Place

San Francisco, CA 94102

ORIGINAL

Reported by: Freddie Reppord

A P P E A R A N C E S

FOR THE REDEVELOPMENT COMMISSION:

Commissioner Frances Covington, President

Fred Blackwell, Executive Director

Commissioner London Breed

Commissioner Linda Cheu

Commissioner Darsan Singh

Commissioner Rick Swig

FOR THE SAN FRANCISCO REDEVELOPMENT AGENCY:

Stanley Muraoka, Environmental Review Officer

FOR THE PUBLIC:

Pat Lovelock

Robert A. Reingold

Jack Gold

Rev. Arnold Townsend

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1 [The item was called at 5:57 p.m.]
 2 COMMISSION SECRETARY: Next, Item 4-E, Public
 3 hearing on the Draft Environmental Impact Report for the
 4 1450 Franklin Street project; Western Addition
 5 Redevelopment Project Area A-2.
 6 Mr. Director.
 7 MR. BLACKWELL: Thank you, Madam Secretary.
 8 Item 4-E will be presented by Stan Muraoka, who is the
 9 environmental reviewing officer for the project.
 10 MR. MURAOKA: Thank you, Executive Director
 11 Blackwell, President Covington, and members of the
 12 Commission. I'm Stan Muraoka of the Agency staff.
 13 The item before you this evening is a public
 14 hearing on the adequacy of the draft environmental
 15 report for a proposed residential project located at
 16 1450 Franklin street in the A-2 project area. This
 17 project is on the southeast corner of Franklin Street
 18 and Bush. And the proposal, as is described in the
 19 environmental document starting on page 19 in Chapter 2,
 20 project description is to build a 13-story mixed-use
 21 building with 10 floors of residential condominiums
 22 totaling 69 units; over two stories of parking; a ground
 23 floor lobby; and roughly 14,000 gross-square-feet
 24 commercial office space.
 25 The project will necessitate the demolition of

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1 an existing building that is currently occupied by a
 2 Porsche and Vespa dealership.
 3 Staff working with environmental consultants
 4 conducted an initial study evaluation of the proposed
 5 project. And we disclosed in an initial study that was
 6 released on February of this year that the project had a
 7 potential significant impact for cumulative historic
 8 resources.
 9 Essentially, the existing building was
 10 determined to be a potential contributor to a potential
 11 Van Ness Auto Row Historic District. Now, I have to
 12 clarify that this is not a formal historic district. It
 13 has been the subject of a historical context statement
 14 completed for this. There has not yet been a rigorous
 15 documentation of the historic district; but
 16 notwithstanding we have acknowledged that this
 17 particular building is an auto-related use that
 18 potentially contributes to the fabric of this potential
 19 historic district. And so on that basis we have gone
 20 ahead and prepared a draft environmental impact report
 21 that is before you this evening.
 22 In our initial study assessment we looked at a
 23 number of various environmental factors and disclosed
 24 that there were three potential impacts other than this
 25 historic impact. One is on construction dust and

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1 mitigating construction air quality. A second is
 2 accumulative wind effect; in other words, the creation
 3 of new wind as a result of this project in combination
 4 with other new construction in the area. And the third
 5 is a potential for archeological resources that may be
 6 uncovered during the demolition and construction phase
 7 of the project. These are mitigation measures that we
 8 disclosed in the initial study and we carried forward in
 9 the environmental document.

10 The environmental document itself documents
 11 and discloses information about the historical resource
 12 nature of the existing building and puts forth a fourth
 13 mitigation, which is the recordation of the historical
 14 resource value of the building. Notwithstanding that
 15 recordation, we have concluded that there is a
 16 significant unavoidable effect caused by demolition of
 17 this building which could be a cumulative effect on the
 18 potential historical district.

19 And so at the point in time in the future when
 20 this project comes before the Commission for
 21 consideration, there would have to be not only
 22 certification of the EIR but adoption of a statement of
 23 over-riding considerations along with adoption of a
 24 program to complement all of the mitigations I
 25 described.

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1 The project requires an owner-participation
 2 agreement with the Agency as well as approval of the
 3 schematic design. And we don't have a firm time line,
 4 but we expect this project will be before you within the
 5 next few months for consideration along with
 6 consideration of certification of the EIR.

7 This evening we are requesting that you open a
 8 public hearing on the adequacy of this environmental
 9 document. It's not on the project itself -- that will
 10 come before you at a later date -- but on the adequacy
 11 of the environmental document. We will take the
 12 comments that we hear this evening along with written
 13 comments and return to you with a summary-of-comments
 14 and responses-to-comments document.

15 I would like to inform everybody that the
 16 comment period on this document extends through
 17 Thursday, September 11th; so there is quite a bit of
 18 time to read the document and submit something to the
 19 Redevelopment Agency about our analysis.

20 And with that, Commission President, I would
 21 request that you open the public hearing. At the end of
 22 the public testimony, it would be the Commission's turn
 23 to comment on the project.

24 For your information, we have the
 25 environmental consultant with us in the audience,

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1 including Mr. Stu Daring of Daring and Associates, along
2 with our traffic consultant, Luba Wisniewski of LCW
3 Consultants. So if you have any particular questions
4 you want to ask us then, not only would I be available
5 but so would the consultants.
6 PRESIDENT COVINGTON: Thank you, Mr. Muraoka.
7 COMMISSION SECRETARY: First speaker is Pat
8 Lovelock, followed by Robert Reginald, followed by Jack
9 Gold.
10 PAT LOVELOCK: Hello. I live in the
11 neighborhood that's adjacent to this building. And I
12 have read the environmental impact -- the draft -- and
13 have also read the initial study. And I am a little
14 confused, because the environment -- this draft does
15 have a lot about transportation and things; and that is
16 one of the main concerns in the neighborhood. For some
17 reason, this report states that parking is generally
18 available. Additionally -- which surprised everybody
19 who lives there -- additionally, there is issues
20 regarding -- they're stating that they're going to have
21 a garage door and that they're going to leave this open
22 during the day so there's not a bunch of back-up on
23 Franklin Street, which is a very chaotic mass any time
24 of the day, because you've got certain lanes that are
25 running at certain hours and all this. Anyone who lives

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1 in our neighborhood knows you don't leave your garage
2 door open during the day. I mean there are so many
3 break-ins of cars and car thefts that nobody would leave
4 their garage door open.
5 And I don't see how this study really deals
6 with the fact that there are going to be a lot of
7 slow-downs on Franklin street with this.
8 Additionally, in parts of the report it sort
9 of dismisses the number of seniors in the neighborhood;
10 and this is an area that almost every block has a
11 senior-housing building. Either it's San Francisco
12 Towers or it's the Broadmoor or it's the HUD buildings
13 or -- I mean there's just a lot of them.
14 And we're very concerned about both the air
15 quality during the project and additionally the wind.
16 The wind on Franklin street is really bad. I walk a
17 neighbor's dog and the dog will not even walk down that
18 street against the wind. It is bad. I have helped
19 seniors -- at this point right now on the next block
20 over from this project across the alley, because the
21 wind was so bad, they actually could not make it across
22 the alley-way with their walker. The wind is just
23 incredible.
24 And not only is this project being planned,
25 but at Pine and Franklin, which is about a block and a

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1 half away, they are talking about putting a 24-story and
 2 14-story towers. They're talking about putting up CPMC.

3 It's just unclear to me how this project is
 4 going to in any way enhance the neighborhood and the
 5 people who live there who are pedestrians. When you
 6 have two-bedroom units -- this has a huge number of
 7 them -- about half of them -- and you have one-to-one
 8 parking, you're inviting people who have cars to come
 9 and live there. And that is part of our concerns.

10 Thank you.

11 COMMISSION SECRETARY: Next speaker is Robert
 12 Reginald followed by Jack Gold.

13 BOB REINGOLD: Madam Chairman and members of
 14 the committee, my name is Bob Reingold, not Reginald.

15 I have several concerns. My wife and I own
 16 the building across the street from this project, which
 17 is at Bush and Franklin. And I believe our main
 18 concerns are that of traffic, traffic flow, and the
 19 complexity of the project, and parking.

20 Parking jumps out at you, because in the
 21 report it says there's going to be seventy spaces and
 22 three for the commercial; and there's going to be
 23 approximately ninety-nine residents. The problem being
 24 is the amount of ratio.

25 My one problem is that of traffic flow. They

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1 are proposing two-way traffic flow through Fern Alley,
 2 which is a small street, and Franklin, which is a
 3 one-way street. They want two-way flow. And my

4 proposal is to have a one-way flow from in -- onto --
 5 Bush Street and out on the -- excuse me -- in on the
 6 Franklin Street side and out on the Bush Street side
 7 because it'll lessen the back-up on Franklin at that
 8 traffic signal at Bush and Franklin. If it flows, it's
 9 a better system. They will have to redesign their
 10 building to accommodate this.

11 Also, the amount of traffic it will also
 12 produce as a by-product for people who park overnight.
 13 They are saying that there's going to be 20 less spaces
 14 than the actual demand; and these people can fend for
 15 themselves, in essence, on the street or in the adjacent
 16 parking garages. They don't address the fact that they
 17 will set up any parking with the adjacent garages.

18 They also give several options of the type of
 19 building. I particularly like the C plan, which uses
 20 original structures which is modified for a residential
 21 addition; and it would also give the residents some
 22 parking.

23 Thank you.

24 COMMISSION SECRETARY: Jack Gold.

25 JACK GOLD: Good afternoon, Commissioners,

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1 President Covington, Director Blackwell. My name is
2 Jack Gold. I'm executive director of San Francisco
3 Architectural Heritage. This is the first time I have
4 been before you. I am relatively new to San Francisco.
5 I've been here six and a half months. I moved here from
6 Providence, Rhode Island. It's a delightful city to be
7 in and to advocate for historic preservation of
8 architectural, historic, and cultural resources around
9 the city.
10 And I just wanted to talk to you a little bit
11 about the significance of this building. It may not at
12 first blush seem to be an important building, but as was
13 referred to before it is part of a potential National
14 Register multiple-resources district of
15 automobile-related historic buildings. It was
16 constructed in 1922. It retains a remarkable degree of
17 architectural integrity.
18 I also traverse Franklin Street regularly. It
19 is a major, highly trafficked street. People drive 40,
20 50 miles an hour down that street. I quite frankly
21 can't visualize a 13-story residential tower on that
22 street.
23 But that aside, I do hope that the developer
24 considers reusing the existing structure in the proposal
25 for adaptive reuse for residential purposes. This

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1 particular building does entail a remarkable degree of
2 architectural and historic fabric.
3 And I'd be happy to answer any questions that
4 you might have. Thank you.
5 COMMISSION SECRETARY: Those are all the cards
6 I have, Madam President.
7 PRESIDENT COVINGTON: Thank you, Madam
8 Secretary.
9 I'll close public comment.
10 REV. TOWNSEND: I have public comment.
11 PRESIDENT COVINGTON: And Reverend Townsend?
12 REV. TOWNSEND: Yes.
13 PRESIDENT COVINGTON: Can I say this happened
14 at our last meeting.
15 REV. TOWNSEND: I thought -- I wasn't aware
16 that legally one had to turn in a card.
17 PRESIDENT COVINGTON: You don't have legally
18 have to turn in a card, but it's --
19 REV. TOWNSEND: I didn't turn in one, because
20 I didn't know that I was going to speak until I heard
21 some of the comments --
22 PRESIDENT COVINGTON: Okay.
23 REV. TOWNSEND: -- because this did come
24 before the CAC.
25 PRESIDENT COVINGTON: OKAY. But then I don't

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1 know you're going to speak and --
 2 REV. TOWNSEND: That's why I stood up, so you
 3 would know before you closed public comment.
 4 PRESIDENT COVINGTON: All right. Next time
 5 can you, like, give me a wave or a shout out, because it
 6 has caused problems in the past.
 7 REV. TOWNSEND: Okay. I will. If you prefer
 8 me to wave rather than stand, I will wave.
 9 Thank you, Madam Chairman, Commissioners. I
 10 just want to say real quickly, since you did have this
 11 public comment, that to let that you know that this did
 12 come before the C&C; and the C&C supported staff's
 13 position completely.
 14 The fact of the matter is that, in fact, the
 15 prevailing comment and concern in the CRC was that we
 16 were kind of distressed that the developer had to go
 17 through this process. The comment was that this is the
 18 kind of thing that makes housing so costly in San
 19 Francisco.
 20 It is not out of character with the
 21 neighborhood. Some of the seniors that you heard
 22 referred to live in high-rises equally as tall as this.
 23 We know that a lot of times when people come
 24 here, they come with a whole lot of reasons; but one of
 25 the reasons they never mention, of course, is their

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1 view. And most of them want you all to protect their
 2 view that they messed up somebody else's view when their
 3 building was built. You see, that's just the nature of
 4 this city. I have a nice view. I suspect some day
 5 somebody will build something; and I won't have such a
 6 nice view. That's the way life is in this city.
 7 And in a city that desperately needs housing,
 8 I think this is the right project for the right
 9 location.
 10 And let me just say as an aside, those who
 11 want to preserve and create an Auto Row, I hope they
 12 will include the great civil rights demonstrations that
 13 occurred on Auto Row when the time when we could buy a
 14 car there and we couldn't work there. So they're going
 15 to make it a historical district. Tell the whole truth.
 16 Thank you.
 17 PRESIDENT COVINGTON: Public comment is now
 18 closed.
 19 Commissioner Swig.
 20 COMMISSIONER SWIG: Thank you, Madam
 21 President.
 22 I think the public comment was extremely
 23 valuable tonight, because as a native-born-and-raised
 24 San Franciscan, I've seen Auto Row -- what used to be
 25 Auto Row -- really now this neighborhood has converted

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1 to housing. It's critically important that we continue
 2 to change, I believe, the character of that
 3 neighborhood. You know, business trends have changed.
 4 Auto dealerships are no longer found in San Francisco
 5 for a variety of reasons. I don't want to get hung up
 6 on Auto Row when, as Reverend Townsend says, housing is
 7 incredibly critical to the neighborhoods. So I support
 8 the spirit of the project and spirit of expanding
 9 housing opportunities in that neighborhood.

10 I do have, however, some comments and
 11 sensitivities related to the EIR and comments that I
 12 would hope that the project developer and Redevelopment
 13 staff would take into consideration.

14 I think the wind issue is big. I would hope
 15 that the character of the building could be adjusted
 16 architecturally to create setbacks or other needs to be
 17 conscious of that wind, which can get fierce. And I
 18 agree with the earlier comment regarding the wind issue.

19 Traffic impact. If there is a model street
 20 corner for what traffic craziness is all about, I would
 21 think that probably goes to the head of the class.
 22 Franklin Street, as we all know, has become an
 23 alternative to Van Ness Avenue as an adjunct to highway
 24 101. It doesn't matter whether it's early in the
 25 morning, late in the middle of the night, it can be

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1 bumper-to-bumper traffic. And I think that the design
 2 should be conscious of that. Bush Street as well.
 3 Primarily in rush-hour traffic so traffic flows, but the
 4 comment with regard to Fern Street and two-way. And I
 5 think -- I hope -- Agency staff and the project
 6 developer takes those comments into consideration,
 7 because it's true and we don't want to create a worse
 8 situation out of what already is a very challenging
 9 situation.

10 The parking issue is very valid. I don't
 11 believe there's enough parking for this project. The
 12 concept that there's available neighborhood parking --
 13 yeah, there's available neighborhood parking probably
 14 about 2:00 a.m. and 6:00 a.m. But I'm sure that any
 15 resident who lives in that neighborhood isn't
 16 necessarily on the 2:00 a.m. to 6:00 a.m. clock. And so
 17 I really believe that this project should provide for
 18 more parking. And let's get real. Parking availability
 19 in this neighborhood is lousy during realistic hours of
 20 the day.

21 So I hope that my comments are taken
 22 constructively. I hope that the project sponsor and the
 23 redevelopment staff hears both what I have to say, but
 24 most importantly what the public has commented on
 25 already.

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1 Thank you very much.

2 PRESIDENT COVINGTON: Thank you, Commissioner
3 Swig.

4 Mr. Muraoka, this is a short hearing on the
5 1450 Franklin Street. What are the next steps?

6 MR. MURAOKA: The next steps are to get a
7 transcript of the public hearing and to take comments
8 from that -- both the public and Commissioners -- and to
9 take any written comments that we receive up through
10 September 11th; and we would create a document that
11 essentially summarizes all of the comments that we
12 receive; and we would prepare responses to those
13 comments and return to you and to the public a
14 summary-of-comments-and-responses document.

15 That document would then be considered,
16 together with this draft EIR, as a final EIR for your
17 consideration. The project itself will not be able to
18 proceed forward to you until that EIR process is
19 complete. At the time that we have a summary document
20 that we distribute to the Commissioners and to the
21 public. We would then schedule the item for your
22 consideration. And so there would be a number of items
23 coming before you at the same time, the first of which
24 would be considering certification of the EIR. And if
25 you then certify the EIR, then we would have

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1 consideration of approving both the owner-participation
2 agreement and the schematic design of this project.

3 PRESIDENT COVINGTON: All right. Can you
4 detail for us your outreach efforts in terms of
5 notifying people of this public hearing of those people
6 who live in the immediate vicinity?

7 MR. MURAOKA: Yes. We, first of all, sent a
8 mailing of a notice of availability of this EIR and a
9 notice of the public hearing to the Western Addition CAC
10 and the Western Addition mailing list.

11 We also sent notification to all property
12 owners and both residential tenants and business tenants
13 who live within 300 feet immediately around this
14 project.

15 We bought a legal ad in the San Francisco
16 Chronicle announcing this public hearing.

17 And we have also put posters both on the
18 project site and in roughly four or five locations
19 around the site.

20 We have also put the document and the notice
21 on the agency's Website.

22 PRESIDENT COVINGTON: Thank you. Since there
23 are a number of elderly residents in that community,
24 people who may not have the physical ability to come out
25 and share their thoughts with us, was there any

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1 additional effort made to solicit their opinions?
 2 MR. MURAKA: Not directly. We did have a
 3 notice of preparation and initial study that went out to
 4 the community to essentially the same recipients back in
 5 February. We did hold a scoping meeting; and a number
 6 of people either attended the meeting or contacted us
 7 about their concerns. Those persons were all included
 8 in the direct mailing of the EIR document itself. We
 9 have also talked to people who have comments or called
 10 in to us and have either offered to mail them the
 11 document or directed them to the Website -- the agency's
 12 Website -- where they can download the document.
 13 PRESIDENT COVINGTON: And the feedback that
 14 was elicited -- was that in verbal form or written form?
 15 MR. MURAKA: So far it's been verbal form.
 16 We did take note that we have a rather extensive time
 17 frame for the public comments; and so we are encouraging
 18 people to read the document so that they understand the
 19 environmental impacts being disclosed and then submit
 20 something in writing. They can do so either by written
 21 letter or they can submit an e-mail to us and they are
 22 also encouraged to call us and to verbalize their
 23 comment to us.
 24 PRESIDENT COVINGTON: Will there be a
 25 subsequent meeting in the neighborhood or those meetings

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1 have concluded?
 2 MR. MURAKA: We are currently going --
 3 PRESIDENT COVINGTON: When I say the
 4 "neighborhood," I mean the immediate neighborhood?
 5 MR. MURAKA: Right. We are currently
 6 considering locations in that neighborhood. It's not
 7 typically a location that the CAC holds any special
 8 meetings for; and so we would have to do some
 9 investigation of where there would be an appropriate
 10 publicly accessible meeting space that you know met the
 11 Agency's requirements for a public meeting. We do
 12 envision going before the Western Addition CAC again to
 13 elicit comments. We are also scheduling a meeting to go
 14 before the Landmarks Preservation Advisory Board and
 15 also to go before the San Francisco Heritage. And so
 16 those are all meetings that are either arranged or in
 17 the planning stages.
 18 PRESIDENT COVINGTON: Very good. Thank you.
 19 Commissioner Singh.
 20 COMMISSIONER SINGH: Thank you, Madam
 21 President.
 22 I have the same question that how many
 23 meetings they have and how many people attended the
 24 meetings.
 25 MR. MURAKA: Our initial meeting was the

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1 Planning Commission; and we pretty much are consistent
 2 with regulations that they follow. But if the
 3 Commission so desires them, as staff, we can certainly
 4 do a wider radius.
 5 COMMISSIONER SINGH: Thank you so much.
 6 PRESIDENT COVINGTON: Thank you, Commissioner
 7 Singh.
 8 Commissioner Breed.
 9 COMMISSIONER BREED: Yes, I just wanted to add
 10 that this is not a community where they're probably used
 11 to getting notices from the Redevelopment Agency; or
 12 they're not probably actively involved in Agency matters
 13 primarily because it's pretty much developed. And I
 14 think that we need to take that into serious
 15 consideration as relates to outreach. So just sending
 16 -- mailing -- a notice, which often times I dump in my
 17 trash, but maybe doing a little bit more than just
 18 mailing a notice. Doing some aggressive outreach with
 19 this area is in order for this particular case,
 20 primarily because of the impact of the area. I really
 21 don't want to come back to this item the day that we are
 22 to maybe approve it to move forward and have all these
 23 people in an uproar because they weren't informed or
 24 they didn't receive notices or, you know, no one has
 25 given them an opportunity.

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1 scoping meeting for the EIR that was held at the
 2 Redevelopment Agency. We had roughly a dozen people
 3 there at the meeting. We did receive some phone calls
 4 from persons who were unable to attend the meeting but
 5 did want to express their concern.
 6 We then had a meeting at the Landmarks Board.
 7 This was, again, prior to having the draft environmental
 8 document and made a brief presentation to them and
 9 received comments from both persons in the audience at
 10 the Landmarks Board meeting as well as from the
 11 Landmarks Board members. We then went to the Western
 12 Addition CAC and described the process by which we are
 13 conducting the environmental review as well as describe
 14 the project itself.
 15 And these have been the extent of our meetings
 16 thus far.
 17 COMMISSIONER SINGH: We have informed only 300
 18 feet, right?
 19 MR. MURAKA: Yes.
 20 COMMISSIONER SINGH: Can we do a little
 21 further than that, because the people who is going to be
 22 less on this, they're going to be affected.
 23 MR. MURAKA: Right. We can certainly do
 24 that. We generally follow the City's protocol in terms
 25 of the radius notification for items going before the

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1 There is a senior home. I think it's like our
2 senior home -- that one on Post Street -- am I -- Mr.
3 Lee, is the one on Post Street before you get to
4 Franklin? Not the Cocoro. There's another -- okay. So
5 I know they have a facility that would be a good place
6 to maybe host a special meeting for that area.

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7 And that's really all I can think off the top
8 of my head. But I also want to add, because I do spend
9 a lot of time there in that area working out at the gym
10 and going to get my toes done and things, I must add
11 that the parking is I mean honestly dangerous when you
12 try and park on Franklin Street across the street
13 from -- you know, I mean it's really hard to get out of
14 your car. The parking is terrible. The cars are
15 speed-racing up Franklin.

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V-22

16 And the wind is really, really bad.

17 So I would agree with those things and
18 definitely agree with Commissioner Swig on some of the
19 matters that he brought up. I think they should be
20 addressed appropriately with regards to this project;
21 but, more importantly, that the outreach to the
22 surrounding area is done not just by mailing but just a
23 little more aggressive than normal. I know that we do a
24 lot of outreach in the Western Addition, specifically in
25 the 94115 and 94102. We -- I know for this special

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1 meeting, there were people, you know, walking around and
2 giving people notices and putting them at their doors.
3 I mean let's just kind of take it a step further in this
4 particular case, 'cause again I just want to make sure
5 that we do our due diligence so when this matter does
6 come before us we receive the appropriate community
7 input and we take that seriously and we work with the
8 surrounding area to develop a plan, because if we're
9 going to go into this community with this particular
10 project that we should respect the existing community
11 and make sure that we work as a partner so that we're
12 good neighbors and not just kind of the big bad
13 Redevelopment Agency like we're already known for.

14 So those are my comments. Thank you.

15 PRESIDENT COVINGTON: Thank you.

16 I'm sure that staff will take the comments of
17 the members of the Commission to heart, as will the
18 Executive Director.

19 And so thank you all for your input. For
20 those people who spoke on this item, thank you for
21 coming out to share your concerns with us.

22 All right this is not an action item, so can
23 we please call the next item.

24 [The item ended at 6:31 p.m.]

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2 COUNTY OF SAN FRANCISCO)
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5 I, the undersigned, a Shorthand Reporter and
6 licensed Notary Public, do hereby certify that the above
7 referenced recording was transcribed by me and that this
8 transcript is a true record of that recording.
9 IN WITNESS WHEREOF I have hereunto set my hand
10 on this 15th day of May, 2008.

11 
12 FREDDIE REPPOND
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VERBAL COMMENTS
#V-1 – V-5
RESPONSES

Patricia Lovelock
August 5, 2008

V-1 Comment: I live in the neighborhood that's adjacent to this building. And I have read the environmental impact—the draft—and have also read the initial study. And I am a little confused, because the environment—this draft does have a lot about transportation and things; and that is one of the main concerns in the neighborhood. For some reason, this report states that parking is generally available.

Response: Please see Responses to Comment #11-3 and 14.2 for a discussion of parking and demand.

V-2 Comment: Additionally—which surprised everybody who lives there—additionally, there is issues regarding—they're stating that they're going to have a garage door and that they're going to leave this open during the day so there's not a bunch of back-up on Franklin Street, which is a very chaotic mess any time of the day, because you've got certain lanes that are running at certain hours and all this. Anyone who lives in our neighborhood knows you don't leave your garage door open during the day. I mean there are so many break-ins of cars and car thefts that nobody would leave their garage door open.

Response: Please see Response to Comment #11-2 for a discussion of garage accessibility and security concerns.

V-3 Comment: And I don't see how this study really deals with the fact that there are going to be a lot of slow-downs on Franklin street with this.

Response: Please see Responses to Comment #1-2 and #14-1 for a discussion of the anticipated effect of garage operations on Franklin and Bush Streets.

V-4 Comment: Additionally, in parts of the report it sort of dismisses the number of seniors in the neighborhood; and this is an area that almost every block has a senior-housing building. Either it's San Francisco Towers or it's the Broadmoor or it's the HUD buildings or—I mean there's just a lot of them. And we're very concerned about both the air quality during the project and additionally the wind. The wind on Franklin Street is really bad. I walk a neighbor's dog and the dog will not even walk down that street against the wind. It is bad. I have helped seniors at this point right now on the next block over from this project across the alley, because the wind was so bad, they actually could not make it across the alley-way with their walker. The wind is just incredible. And not only is this project being planned, but at Pine and Franklin, which is about a block and a half away, they are talking about putting a 24-story and 14-story towers. They're [also] talking about putting up CPMC.

Response: Seniors are considered sensitive receptors for the Draft EIR wind analysis. As noted in Response to Comment # 1-1 wind tunnel tests were made for the proposed project building. There were no significant project-specific or cumulative wind impacts. Impacts would be reduced to a less-than-significant level by the project applicant.

Seniors are considered sensitive receptors for the Draft EIR air quality analysis. Air quality impacts from the project would result during construction and operation. As noted on page 21 of the Initial Study (Draft EIR Appendix A), construction particulate emissions would result from site grading, excavation, movement of vehicles over unpaved surfaces, and as a result of wind erosion over exposed earth surfaces. The Bay Area Air Quality Management District's CEQA Guidelines identify control measures keyed to the size of construction project and state that if all of the control measures appropriate to the project size are implemented, air pollutant emissions from construction of the project are assumed to be less than significant. Absent implementation of the appropriate control measures, the project's effects of construction-generated dust would be a potentially significant impact. Implementation all of the controls listed in Mitigation Measure AQ-1, pages 8 and 91-92 of the Draft EIR, would reduce the project's construction-related air quality impacts to a less-than-significant level.

V-5 Comment: It's just unclear to me how this project is going to in any way enhance the neighborhood and the people who live there who are pedestrians. When you have two-

bedroom units—this has a huge number of them—about half of them—and you have one-to-one parking, you’re inviting people who have cars to come and live there. And that is part of our concerns.

Response: Please see Response to Comment #14-2 for a discussion of project parking demand.

VERBAL
COMMENT
#V-6 – V-8
RESPONSE

Robert A. Reingold
August 5, 2008

V-6 Comment: I have several concerns. My wife and I own the building across the street from this project, which is at Bush and Franklin. And I believe our main concerns are that of traffic, traffic flow, and the complexity of the project, and parking. Parking jumps out at you, because in the report it says there's going to be seventy spaces and three for the commercial; and there's going to be approximately ninety-nine residents. The problem being is the amount of ratio.

Response: Please see Response to Comment #14-2 for a discussion of project parking demand.

V-7 Comment: My one problem is that of traffic flow. They are proposing two-way traffic flow through Fern Alley, which is a small street, and Franklin, which is a one-way street. They want two-way flow. And my proposal is to have a one-way flow from in—onto—Bush Street and out in on the Franklin Street side and out on the Bush Street side because it'll lessen the back-up on Franklin at that traffic signal at Bush and Franklin. If it flows, it's a better system. They will have to redesign their building to accommodate this.

Response: The project would not change the direction of Fern Street or Franklin Street. Traffic flow would continue to be one-way westbound on Fern Street, and one-way northbound on Franklin Street. Vehicle movements into and out of the project site via the Fern Street and Franklin Street driveways would be right-turn-in and right-turn-out only.

Franklin Street contains three travel lanes, and four lanes during the 7:00 to 9:00 AM peak period, when the east parking lane is converted to a travel lane (to a right-turn-only lane at the approach to Bush Street). Due to the three travel lanes on Franklin Street, it is not anticipated that there would be substantial conflicts between project-generated vehicles

destined to and from the project driveway on Franklin Street, and the traffic flow on Franklin Street.

- V-8 Comment:** Also, the amount of traffic it will also produce as a by-product for people who park overnight. They are saying that there's going to be 20 less spaces than the actual demand; and these people can fend for themselves, in essence, on the street or in the adjacent parking garages. They don't address the fact that they will set up any parking with the adjacent garages. They also give several options of the type of building. I particularly like the C plan, which uses original structure which is modified for a residential addition; and it would also give the residents some parking.

Response: Please see Response to Comment #14-2 for a discussion of project parking demand. Please see Response to Comment #6-4 for a discussion of selection of project alternatives.

VERBAL
COMMENT
#V-9 – V-11
RESPONSE

Jack Gold, Executive Director
San Francisco Architectural Heritage
August 5, 2008

V-9 Comment: I'm executive director of San Francisco Architectural Heritage. This is the first time I have been before you. I am relatively new to San Francisco. I've been here six and a half months. I moved here from Providence, Rhode Island. It's a delightful city to be in and to advocate for historic preservation of architectural, historic, and cultural resources around the city. And I just wanted to talk to you a little bit about the significance of this building. It may not at first blush seem to be an important building, but as was referred to before it is part of a potential National Register multiple-resources district of automobile-related historic buildings. It was constructed in 1922. It retains a remarkable degree of architectural integrity.

Response: The comment is noted. The Draft EIR notes on page 95 that although demolition of the existing building at 1450 Franklin Street would not, by itself, be considered a significant impact, it could, if including the demolition of many other buildings of similar history within the vicinity, be a significant cumulative impact. 1450 Franklin Street is a well-preserved contextual building that informs the story of the San Francisco's Auto Row, and which could contribute to a potential Van Ness Avenue National Register Multiple Property Submission Historic District; its demolition would therefore be considered a potentially significant cumulative impact. Although mitigation has been identified to reduce the magnitude of the impact, it would remain significant and unavoidable.

V-10 Comment: I also traverse Franklin Street regularly. It is a major, highly trafficked street. People drive 40, 50 miles an hour down that street. I quite frankly can't visualize a 13-story residential tower on that street.

Response: The commenter raises concerns related to the impact of vehicle trips generated by the proposed project on pedestrians in the area. The impact of the travel demand associated

with the proposed project on pedestrians was assessed, and is described on page 80 of the Draft EIR.

Also see Response to Comment #14-1.

V-11 Comment: But that aside, I do hope that the developer considers reusing the existing structure in the proposal for adaptive reuse for residential purposes. This particular building does entail a remarkable degree of architectural and historic fabric.

Response: The comment is noted. The Draft EIR discusses an adaptive reuse alternative on pages 100 and 101. Alternative B, the Adaptive Reuse of the Existing Building Alternative, would not include demolition of the 1450 Franklin Street Building but would include renovation of the building to the *Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, or the *Secretary of Interior's Standards for the Treatment of Historic Properties*. It would contain approximately 21 units and 18 parking spaces.

Also see Response to Comment #6-4.

VERBAL
COMMENT
#V-12 – V-13
RESPONSE

Reverend Arnold Townsend
August 5, 2008

V-12 Comment: I just want to say real quickly, since you did have this public comment, that to let that you know that this did come before the CAC; and the CAC supported staff's position completely. The fact of the matter is that, in fact, the prevailing comment and concern in the CAC was that we were kind of distressed that the developer had to go through this process. The comment was that this is the kind of thing that makes housing so costly in San Francisco. It is not out of character with the neighborhood. Some of the seniors that you heard referred to live in high-rises equally as tall as this. We know that a lot of times when people come here, they come with a whole lot of reasons; but one of the reasons they never mention, of course, is their view. And most of them want you all to protect their view that they messed up somebody else's view when their building was built. You see, that's just the nature of this city. I have a nice view. I suspect someday somebody will build something; and I won't have such a nice view. That's the way life is in this city. And in a city that desperately needs housing. I think this is the right project for the right location.

Response: The comment is noted. The project's impacts on views and visual quality are described on Draft EIR pages 35-42. No further response is required.

V-13 Comment: And let me just say as an aside, those who want to preserve and create an Auto Row, I hope they will include the great civil rights demonstrations that occurred on Auto Row when the time when we could buy a car there and we couldn't work there. So they're going to make it a historical district. Tell the whole truth.

Response: The comment is noted. The comment does not pertain to the adequacy of the Draft EIR and no further response is required.

VERBAL
COMMENT#V-14 – V-17
RESPONSECommissioner Rick Swig
August 5, 2008

V-14 Comment: I think the public comment was extremely valuable tonight, because as a native-born-and-raised San Franciscan, I've seen Auto Row—what used to be Auto Row—really now this neighborhood has converted to housing. It's critically important that we continue to change, I believe, the character of that neighborhood. You know, business trends have changed. Auto dealerships are no longer found in San Francisco for a variety of reasons. I don't want to get hung up on Auto Row when, as Reverend Townsend says, housing is incredibly critical to the neighborhoods. So I support the spirit of the project and spirit of expanding housing opportunities in that neighborhood.

Response: The comment is noted. No further response is required.

V-15 Comment: I do have, however, some comments and sensitivities related to the EIR and comments that I would hope that the project developer and Redevelopment staff would take into consideration. I think the wind issue is big. I would hope that the character of the building could be adjusted architecturally to create setbacks or other needs to be conscious of that wind, which can get fierce. And I agree with the earlier comment regarding the wind issue.

Response: As noted in Response to Comment # 1-1, wind tunnel tests were conducted for the proposed project building. There were no significant project-specific or cumulative wind impacts. Impacts would be reduced to a less-than-significant level by the project applicant.

V-16 Comment: Traffic impact. If there is a model street corner for what traffic craziness is all about, I would think that probably goes to the head of the class. Franklin Street, as we all know, has become an alternative to Van Ness Avenue as an adjunct to highway. It doesn't matter whether it's early in the morning, late in the middle of the night, it can be bumper-to-

bumper traffic. And I think that the design should be conscious of that. Bush Street as well. Primarily in rush-hour traffic so traffic flows, but the comment with regard to Fern Street and two-way. And I think—I hope—Agency staff and the project developer takes those comments into consideration, because it's true and we don't want to create a worse situation out of what already is a very challenging situation.

Response: As noted in Response to Comment #14-1, the project driveway on Franklin Street would be about 80 feet from Bush Street, which would provide for adequate distance for vehicles to exit the project driveway and merge into traffic. Since Franklin Street is one-way northbound, vehicular movements into and out of the garage would be right-turn-in and right-turn-out only. Franklin Street contains three travel lanes, and four lanes during the 7:00 to 9:00 AM peak period, when the east parking lane is converted to a travel lane (to a right-turn-only lane at the approach to Bush Street). Due to the three travel lanes on Franklin Street, it is not anticipated that there would be substantial conflicts between project-generated vehicles destined to and from the project driveway on Franklin Street, and the traffic flow on Franklin Street.

Also see Response to Comment #1-2.

V-17 Comment: The parking issue is very valid. I don't believe there's enough parking for this project. The concept that there's available neighborhood parking—yeah, there's available neighborhood parking probably about 2:00 a.m. and 6:00 a.m. But I'm sure that any resident who lives in that neighborhood isn't necessarily on the 2:00 a.m. to 6:00 a.m. clock. And so I really believe that this project should provide for more parking. And let's get real. Parking availability in this neighborhood is lousy during realistic hours of the day. So I hope that my comments are taken constructively. I hope that the project sponsor and the redevelopment staff hears both what I have to say, but most importantly what the public has commented on already.

Response: As noted in Response to Comment #14-2, the proposed project would provide parking in accordance with the requirements of the *Redevelopment Plan*, and the 73 spaces proposed as part of the project would meet the *Redevelopment Plan* requirements. Based on

the methodology as specified in the *San Francisco Transportation Impact Analysis Guidelines for Environmental Review (San Francisco Guidelines)*, the 69 residential units and 1,472 square feet of commercial office use would generate a parking demand for 93 spaces, thereby resulting in a shortfall of 20 spaces. The parking demand associated with the project may be somewhat lower than determined using the *SF Guidelines* methodology. The residential parking demand rates are based on citywide parking demand, and compared with the rest of the city, car ownership in the project area is lower, and therefore, the actual parking demand for the proposed project would likely be less than projected. According to auto availability statistics from the 2000 U.S. Census, current residents in the area (Census Tract 151) have an average of 0.77 vehicles per household, whereas 1.11 vehicles per household is the average vehicle ownership rate for the entire City.

The parking impact analysis, as specified in the *San Francisco Guidelines*, compares the proposed parking space supply to the requirements (in the case of this project, the *Redevelopment Plan* requirements would be applicable, and also compares the proposed supply to the estimated parking space demand. As stated on page 69 of the Draft EIR, the *Redevelopment Plan* requires that the proposed project provide a minimum of 69 parking spaces for the residential units, and three parking spaces for the 1,472 square feet of office uses, for a total of 72 spaces. Since the project would provide 73 parking spaces it would meet the *Redevelopment Plan* requirement. However, the 93-space parking demand would exceed the proposed parking space supply of 73 spaces by 20 spaces.

The significance criterion used to assess parking is presented on pages 64 and 65 of the Draft EIR. San Francisco does not consider parking supply as part of the permanent physical environment because parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

As stated in the Draft EIR, parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. According to CEQA Guidelines § 15064(e), a project's social impacts need not be treated as significant impacts on the

environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact as per CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not considered a physical environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service, in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

VERBAL
COMMENT
#V-18
RESPONSE

Commission President Francee Covington
August 5, 2008

V-18 Comment: Will there be a subsequent meeting in the neighborhood or [have] those meetings ... concluded?

Response: In response to the Commission President's comment at the public hearing, a community meeting was held by the project sponsor on September 10, 2008 at the Holiday Inn located at 1500 Van Ness Avenue, approximately three blocks from the project site. At the recommendation of Agency staff, a second meeting was held on October 6, 2008 at the Holiday Inn located at 1500 Van Ness Avenue.

VERBAL
COMMENT
#V-19
RESPONSE

Commissioner Darshan Singh
August 5, 2008

V-19 Comment: We have informed only [the community within a] 300[-foot radius distance from the project site of the public meetings] thus far?

Can we do a little further than that, because the people who [are] going to be ... affected [by the project live further than 300 feet away].

Response: In response to the Commissioner's comment, public notice was expanded beyond typical Agency protocol. The first meeting held on September 10, 2008 was noticed to the community with flyers mounted on poles within 600 feet from the project site and at senior house facilities within and just beyond 600 feet from the project site. The second meeting held on October 6, 2008 was noticed to property owners and tenants within 300 feet of the property, and to the community with flyers mounted on poles within 600 feet from the project site and at senior house facilities within and just beyond 600 feet from the project site.

VERBAL
COMMENT#V-20 – V-22
RESPONSECommissioner London Breed
August 5, 2008

V-20 Comment: this is not a community where they're probably used to getting notices from the Redevelopment Agency; or they're not probably actively involved in Agency matters primarily because it's pretty much developed. And I think that we need to take that into serious consideration as relates to outreach. So just sending—mailing—a notice, which often times I dump in my trash, but maybe doing a little bit more than just mailing a notice. Doing some aggressive outreach with this area is in order for this particular case, primarily because of the impact of the area. I really don't want to come back to this item the day that we are to maybe approve it to move forward and have all these people in an uproar because they weren't informed or they didn't receive notices or, you know, no one has given them an opportunity.

There is a senior home... I know [there is] a facility that would be a good place to maybe host a special meeting for that area.

Response: As noted in Response to Comment #V-19, in response to Commissioner comments, public notice was expanded beyond typical Agency protocol. The first meeting held on September 10, 2008 was noticed to the community with flyers mounted on poles within 600 feet from the project site and at senior house facilities within and just beyond 600 feet from the project site. The second meeting held on October 6, 2008 was noticed to property owners and tenants within 300 feet of the property, and to the community with flyers mounted on poles within 600 feet from the project site and at senior house facilities within and just beyond 600 feet from the project site. The September 10 and October 6 project meetings were held at the Holiday Inn at 1500 Van Ness Avenue at Pine Street, approximately three blocks from the project site.

V-21 Comment: I must add that the parking is I mean honestly dangerous when you try and park on Franklin Street across the street from—you know, I mean it's really hard to get out of your car. The parking is terrible. The cars are speed-racing up Franklin.

Response: As noted in Response to Comment #14-1, the project driveway on Franklin Street would be about 80 feet from Bush Street, which would provide for adequate distance for vehicles to exit the project driveway and merge into traffic. Since Franklin Street is one-way northbound, vehicular movements into and out of the garage would be right-turn-in and right-turn-out only. Franklin Street contains three travel lanes, and four lanes during the 7:00 to 9:00 AM peak period, when the east parking lane is converted to a travel lane (to a right-turn-only lane at the approach to Bush Street). Due to the three travel lanes on Franklin Street, it is not anticipated that there would be substantial conflicts between project-generated vehicles destined to and from the project driveway on Franklin Street, and the traffic flow on Franklin Street.

Also see Response to Comment #1-2.

V-22 Comment: And the wind is really, really bad. So I would agree with those things and definitely agree with Commissioner Swig on some of the matters that he brought up. I think they should be addressed appropriately with regards to this project...

Response: As noted in Response to Comment # 1-1, wind tunnel tests were conducted for the proposed project building. There were no significant project-specific or cumulative wind impacts. Impacts would be reduced to a less-than-significant level by the project applicant.

V. EIR TEXT CHANGES

This chapter includes changes to the EIR text, ordered by EIR chapter, section, page and paragraph. New text is indicated by double underlining, while deletions are indicated by ~~strikethroughs~~. The text changes include: (1) a correction of Mitigation Measure WS-1: Cumulative Wind Effect, (2) revisions to the discussion of historical resources, (3) additional mitigation measures for the cumulative historical resource impact, (4) updated description of the proposed floor areas by use for the new building, (5) the addition of transportation improvement measures, (6) the addition of a *Planning Code* requirements section, (7) analysis of Alternatives B's and Alternative C's compliance with the *Planning Code*, (8) more detailed description of the alternatives; and (9) formatting corrections. These text changes clarify the EIR discussion, but, as discussed in the responses, do not change overall conclusions on significant adverse environmental effects. The text changes are ordered by EIR chapter, section and page.

Table of Contents, II. Project Description section, is amended:

II.	Project Description	1
A.	Project Sponsor's Objectives	1
B.	Project Location	1
C.	Project Characteristics	2
D.	Project Approval Requirements	8
E.	<u>City Planning Code Requirements</u>	<u>28a</u>

Chapter I, Summary; Section A, Introduction, page 1, paragraph 1 is revised:

This Draft Environmental Impact Report ("EIR") was prepared in accordance with the California Environmental Quality Act ("CEQA") for a development consisting of the proposed demolition of the existing two-story office building at 1746 Post Street, between Webster and Laguna Streets, and construction of a three-story-plus-basement, 50-foot-tall commercial building of approximately ~~20,542~~ 20,830 gross square feet containing a cinema, bookstore, coffee bar, and retail and/or office space.

Page 9, Mitigation Measure WS-1: Cumulative Wind Effect is corrected as shown:

The project applicant shall plant street trees along all three street frontages of the project site to reduce pedestrian-level wind speeds. The project applicant shall also explore the use of wind baffles or other building façade design modifications to further reduce the potential for exceedances of the pedestrian comfort criterion. These building and site modifications shall be subjected to an additional wind tunnel study to demonstrate that the proposed building would not result in additional exceedances, beyond those currently existing, of the 11-mph equivalent wind speed in pedestrian use areas under project and/or cumulative conditions. If the project is unable to conform to this requirement, the project sponsor shall demonstrate to the satisfaction of the ~~Agency Office of Environmental Review~~ that it is not feasible to modify the building to meet the requirement without restricting the development potential of the site.

Page 11, the following mitigation measures are added, after the History Exhibition measure:

Salvage

As part of deconstruction, prior to demolition, the project sponsor shall consult with a Planning Department Preservation Technical Specialist and local historical societies regarding the salvage of materials from the existing building for public information or reuse in other locations. As determined appropriate through this consultation, the project sponsor may salvage the original character-defining entry features of the existing building for possible reuse in a future historic district, and shall seek to donate those elements to an organization such as a local historical society. The architect and builder shall seek an interested neighborhood organization to look after these salvage materials so they are stored appropriately, for reuse in restoration. The City, prior to the issuance of building permits, shall confirm donation of the materials to the historical society or other entity. Demolition may proceed only after any significant historic materials have been identified and their removal completed.

Research Compilation

In order to reduce the adverse cumulative impact to the potential MPS historic district, research conducted in the course of the environmental review of this project shall be compiled for future reference and usefulness. Further documentation of the

potential district would hasten the ability for San Francisco to designate such a MPS historic district and enact preservation controls as warranted. The project sponsor's Preservation Consultant shall organize information about the 1450 Franklin Street building, and supplement existing data only where necessary to complete items (3.A and 3.C) noted below. This information shall be made available to the Agency, to the Planning Department, and to the public, for educational use, and for use by the Planning Department in future Preservation survey and district designation programs.

- A. A context statement related to the buildings surrounding the project.
- B. A table of spreadsheet of the surrounding properties involved and their status as possible contributors to a district based on the context statement.
- C. General direction for future survey activity building on the report described above.

Contribution to the City's Historic Preservation Fund

The project sponsor shall be subject to making a contribution to the City's historic preservation fund if the City has established a program for survey, research and evaluation of the potential Van Ness Avenue MPS Historic District prior to completion of the project (i.e., issuance of the final certificate of occupancy). The project sponsor shall be required to contribute its fair share of funds to the City to be applied to future historic preservation activities related to the potential MPS Historic District, including survey work and research and evaluation, in accordance with the Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings.

Page 13, the following sentence is added after last full paragraph:

Alternative B would not meet the density, parking, rear yard, or open space requirements of the *Planning Code*, and it would not meet the parking or open space requirements of the *Redevelopment Plan*.

Page 15, the following sentence is added after the 3rd full paragraph:

Alternative C would not meet the density or rear yard requirements of the *Planning Code*.

Page 17, Project Sponsor Objectives bullet points are reformatted:

The project sponsor has the following objectives:

- ~~X~~—• Replace the existing two-story automotive services building on the site with a high-quality, cost-effective residential/retail building in the Cathedral Hill area of San Francisco to provide 69 residential units and associated parking, and 1,472 square feet of commercial space, to meet the demands of the expanding San Francisco economy and growth in the project area.
- ~~X~~—• Develop a project consistent with the existing urban design character of the area.
- ~~X~~—• Complete the project on schedule and within budget.
- ~~X~~—• Develop a project with minimal environmental disruption.

Page 28, Project Approval Requirements bullet points are reformatted:

The project would require the following actions (under the existing zoning regulations), with acting bodies shown in italics:

- ~~X~~—• Owner's Participation Agreement (OPA) with the San Francisco Redevelopment Agency. *Agency approval*
- ~~X~~—• Schematic ~~D~~-design approval by the Agency for consistency with the *Western Addition A-2 Redevelopment Plan*, the *Design for Development*, the *General Plan*, the *Van Ness Avenue Area Plan*, and other relevant plans. *Agency approval*
- ~~X~~—• Building and Demolition Permit. *Department of Building Inspection approval*

New Page 28a, a new section is added after section D. Project Approval Requirements:

E. CITY PLANNING CODE REQUIREMENTS

APPLICABILITY OF THE *PLANNING CODE* TO THE PROPOSED PROJECT

Due to its location in the Western Addition A-2 Redevelopment Project Area, the proposed project is not currently subject to the *Planning Code*. The Agency's jurisdiction over the project area expires December 31, 2008, and beginning on January 1, 2009, the *Planning Code* will apply to the proposed project.

ZONING COMPARISON

Density

The *Redevelopment Plan* for the A-2 area permits a maximum 10 to 1 floor area ratio and also requires at least 50 square feet of lot area for each agency room. The *Planning Code* provides a maximum 3.6 to 1 floor area ratio and also requires at least 600 square feet of lot area for each unit. The proposed project provides a 7 to 1 floor area ratio, 51 square feet of lot area per agency room and 174 square feet of lot area per dwelling unit. The proposed project meets the requirements of the *Redevelopment Plan*, but does not meet the *Planning Code* requirements. While the 69 dwelling units in the proposed project would be allowed under the *Redevelopment Plan*, only 20 units would be allowed under the *Planning Code*.

Parking

Both the *Redevelopment Plan* and the *Planning Code* require 1 parking space per residential unit and 1 parking space per 500 square feet of office or retail space. The proposed project provides 73 total parking spots, fulfilling both requirements.

Height

Both the *Redevelopment Plan* and *Planning Code* restrict height to 130 feet. At 130 feet tall, the proposed project meets both requirements.

Rear Yard

The *Redevelopment Plan* has no rear yard requirement and the *Planning Code* requires at least 25% of lot depth and no less than 15 feet. The proposed project provides for no rear yard, and therefore would meet the requirement of the *Redevelopment Plan* but would not meet the rear yard requirement of the *Planning Code*.

Loading

The *Redevelopment Plan* requires no loading spaces for retail or office uses up to 10,000 square feet. The *Planning Code* requires no loading spaces for retail use up to 10,000 square feet and all other uses up to 100,000 square feet. The proposed project is not required to provide any loading spaces.

Open Space

The *Redevelopment Plan* requires 40 square feet of open space for the first agency room of each dwelling unit and another 10 square feet for every other agency room. The *Planning Code* requires 80 square feet of private open space for each dwelling unit. The proposed project provides open space of between 65 and 72 square feet per dwelling unit for a total of 6,983 square feet of open space, which meets the *Redevelopment Plan* requirements but not the *Planning Code* requirements.

Below is a chart summarizing a zoning analysis of the proposed project under the *Redevelopment Plan* and the *Planning Code*:

	<u>Proposed Project</u>	<u>Redevelopment Plan</u>	<u>Planning Code</u>
<u>Density</u>	<u>7 to 1 FAR</u> <u>51 sq. ft. of lot area per Agency Room.</u> <u>174 sq. ft. of lot area per dwelling unit.</u>	<u>10 to 1 FAR maximum.</u> <u>For residential, not less than 50 sq. ft. of lot area for each Agency Room.</u> <u><i>Project meets requirement.</i></u>	<u>3.6 to 1 FAR maximum (§124)</u> <u>1 dwelling unit per 600 sq. ft. of lot area (§207.4)</u> <u><i>Project is inconsistent with requirement.</i></u>
<u>Parking</u>	<u>3 commercial</u> <u>70 residential</u>	<u>Residential: 1 space per unit</u> <u>Other office/retail: 1 space per 500 sq. ft.</u> <u>69 + 3 = 72 required.</u> <u><i>Project meets requirement.</i></u>	<u>Residential: 1 space per unit</u> <u>Other office/retail: 1 space per 500 sq. ft. up to 20,000 ft. (§151)</u> <u><i>Project meets requirement.</i></u>
<u>Height</u>	<u>130 feet</u>	<u>130 feet maximum</u> <u><i>Project meets requirement.</i></u>	<u>130 feet maximum</u> <u><i>Project meets requirement.</i></u>
<u>Rear yard</u>	<u>0 feet</u>	<u>None required.</u> <u><i>Project meets requirement.</i></u>	<u>At least 25% of the lot depth, no less than 15 feet. (§134)</u> <u><i>Project is inconsistent with requirement.</i></u>

	<u>Proposed Project</u>	<u>Redevelopment Plan</u>	<u>Planning Code</u>
<u>Loading</u>	<u>0 spaces</u>	<u>1-10,000 sq. ft. of ground floor area: 0 spaces required</u> <u>Project meets requirement.</u>	<u>1-10,000 sq. ft. of ground floor area: 0 spaces (\$152.1)</u> <u>Project meets requirement.</u>
<u>Open space</u>	<u>6,983 sq. ft.</u> <u>Between 65 and 73 sq. ft. of private open space per dwelling unit.</u>	<u>For residential, each unit shall have level open space of 40 sq. ft. for the first Agency Room plus 10 sq. ft. for each additional Agency Room.</u> <u>4,420 required.</u> <u>Project meets requirement.</u>	<u>80 sq. ft. of open space per dwelling unit if private</u> <u>106.4 sq. ft. of open space per dwelling unit if common (§135)</u> <u>Project is inconsistent with requirement.</u>

Page 47, 2nd paragraph is revised:

To be considered an historical resource, a building, object, site, or structure must be demonstrated to be eligible for listing in the California Register of Historical Resources (California Register). This section analyzes the significance of 1450 Franklin Street and its potential eligibility for listing in the California Register. This section begins with an introduction of the California Register and a discussion of the building's potential significance under each of the four criteria for listing. The analysis concludes with a discussion of the building's integrity and the extent of past alterations. ~~Although some past surveys indicate that auto-related buildings in the vicinity have contextual significance, an analysis of the building's precise construction chronology, historical context, and integrity has not been undertaken.~~ The building has never been assigned a California Historical Resource Status Code ("CHRSC") by the California Office of Historic Preservation. It is the purpose of this section to establish a baseline record of the building and any historical and architectural significance it may have.

Page 86, the following text is added, after the existing paragraph:

Improvement Measures

The transportation impact analysis presented on pages 75 to 86 did not identify any significant transportation impacts related to the project, and therefore mitigation

measures would not be required. However, the San Francisco Redevelopment Agency will require improvement measures as part of the project to improve conditions where there would be non-significant impacts, particularly pedestrian impacts. Improvement measures would enhance the pedestrian environment, and reduce the non-significant impacts associated with the residential parking demand.

- As an improvement measure to reduce the project's residential parking demand and shortfall, and to encourage the use of alternative modes, the project sponsor shall provide a transportation insert to be included in the move-in packet for residents that would provide information on transit service, information on where FastPasses could be purchased, information on the regional 511 Rideshare Program, and location of nearby car-share pods.
- As an improvement measure to enhance pedestrian safety in the vicinity of the project driveways, and as appropriate to meet the San Francisco Redevelopment Agency and San Francisco Department of Building Inspection building design requirements, the project would be required to include detectable visual and audible warnings at all project driveways.
- As part of project construction, any sidewalk adjacent to the project site that would be reconstructed would comply with City and County of San Francisco and ADA requirements.
- As part of project construction, all driveways into the project site that would be constructed would comply with City and County of San Francisco and ADA requirements.

Page 92, Mitigation Measure WS-1: Cumulative Wind Effect is corrected as shown:

The project applicant shall plant street trees along all three street frontages of the project site to reduce pedestrian-level wind speeds. The project applicant shall also explore the use of wind baffles or other building façade design modifications to further reduce the potential for exceedances of the pedestrian comfort criterion. These building and site modifications shall be subjected to an additional wind tunnel study to demonstrate that the proposed building would not result in additional exceedances, beyond those currently existing, of the 11-mph equivalent wind speed in pedestrian use areas under project and/or cumulative conditions. If the project is unable to conform to this requirement, the project sponsor shall demonstrate to the satisfaction of the Agency Office of Environmental Review that it is not feasible to modify the building to meet the requirement without restricting the development potential of the site.

Page 94, the following mitigation measures are added, after the History Exhibition measure:

Salvage

As part of deconstruction, prior to demolition, the project sponsor shall consult with a Planning Department Preservation Technical Specialist and local historical societies regarding the salvage of materials from the existing building for public information or reuse in other locations. As determined appropriate through this consultation, the project sponsor may salvage the original character-defining entry features of the existing building for possible reuse in a future historic district, and shall seek to donate those elements to an organization such as a local historical society. The architect and builder shall seek an interested neighborhood organization to look after these salvage materials so they are stored appropriately, for reuse in restoration. The City, prior to the issuance of building permits, shall confirm donation of the materials to the historical society or other entity. Demolition may proceed only after any significant historic materials have been identified and their removal completed.

Research Compilation

In order to reduce the adverse cumulative impact to the potential MPS historic district, research conducted in the course of the environmental review of this project shall be compiled for future reference and usefulness. Further documentation of the potential district would hasten the ability for San Francisco to designate such a MPS historic district and enact preservation controls as warranted. The project sponsor's Preservation Consultant shall organize information about the 1450 Franklin Street building, and supplement existing data only where necessary to complete items (3.A and 3.C) noted below. This information shall be made available to the Agency, to the Planning Department, and to the public, for educational use, and for use by the Planning Department in future Preservation survey and district designation programs.

- A. A context statement related to the buildings surrounding the project.
- B. A table of spreadsheet of the surrounding properties involved and their status as possible contributors to a district based on the context statement.
- C. General direction for future survey activity building on the report described above.

Contribution to the City's Historic Preservation Fund

The project sponsor shall be subject to making a contribution to the City's historic preservation fund if the City has established a program for survey, research and evaluation of the potential Van Ness Avenue MPS Historic District prior to completion of the project (i.e., issuance of the final certificate of occupancy). The project sponsor shall be required to contribute its fair share of funds to the City to be applied to future historic preservation activities related to the potential MPS Historic District, including survey work and research and evaluation, in accordance with the Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings.

Page 100, the following paragraphs are added to the Description section of Alternative B, after the first paragraph:

The existing building shell could conceivably house a maximum of less than 24,000 sq. ft., which for this Alternative was divided into 21,000 sq. ft. of residential area and 18 parking spaces contained within 3,000 sq. ft. in an attempt to maximize the number of residential units for the development. The second story garage space would be converted to residential use, and the ground floor garage and office space would be reconfigured to provide additional residential space. The maximum number of residential units would be constrained by the amount of available parking, so in order to achieve 18 parking spaces within only 3,000 sq. ft. parking stackers or a puzzle-lift type of system would need to be installed. Also, because the project sponsor would not be providing one parking space per dwelling unit, it would need to seek a variance from the parking standard of the *Redevelopment Plan* "if the Agency finds and determines that such fewer spaces will adequately serve the needs of the users of the new development" (Paragraph 6, Page 17 of the *Redevelopment Plan*).

Once the common areas, building services, structure, and current building code required set-backs are subtracted from the available 21,000 sq. ft. of remaining space in the building, the net usable area for residences would be approximately 665 sq. ft. per unit for 21 units. There would be little diversity in the unit mix with almost all units being very small one bedroom/one bath and small studio units. Some of these units would also need to be located on the ground floor and would not conform to the

Redevelopment Plan which prohibits residential uses below the third story of the building. A variance would need to be granted for Alternative B which could include an increase in the percentage of below market rate units.

Page 100, the following sentences are added to the first paragraph of the Impacts section, on line 5, after the third sentence:

This alternative would preserve the entire exterior of the building and only alter the interior. The existing façade, entrances and garage openings would be preserved and adapted for the new use. Because there would be no alteration of the character defining features of the building, the alternative would not have an adverse on historical resources.

Page 101, the following sentences are added to the Impacts section of Alternative B, at the end of the last paragraph:

The project sponsor believes that Alternative B would fall short of reaching the necessary end values to cover project costs and thereby would not achieve the project sponsor's objective of redeveloping the property to provide marketable residential units at a reasonable market price. As such, the project under this Alternative B would be financially unfeasibly for the project sponsor.

New page 101a, the following analysis of Alternative B's compliance with the *Planning Code* is added:

Applicability of the *Planning Code* to Alternative B

Due to the its location in the Western Addition A-2 project area, the project site is not currently subject to the *Planning Code*. The Agency's jurisdiction over the project area expires December 31, 2008, and beginning on January 1, 2009, the *Planning Code* will apply to Alternative B.

Zoning Comparison

Density

The *Redevelopment Plan* for the A-2 area permits a maximum 10 to 1 floor area ratio and also requires at least 50 square feet of lot area for each agency room. The *Planning Code* provides a maximum 3.6 to 1 floor area ratio and also requires at least

600 square feet of lot area for each unit. Alternative B provides a 2 to 1 floor area ratio, 143 square feet of lot area per agency room and 571 square feet of lot area per dwelling unit. Alternative B meets the requirements of the *Redevelopment Plan*, but does not meet the *Planning Code* requirements. While the 21 dwelling units in Alternative B would be allowed under the *Redevelopment Plan*, only 20 units would be allowed under the *Planning Code*.

Parking

Alternative B could potentially provide up to 18 total parking spaces with the installation of parking stackers or a puzzle-lift type of system. Since 18 parking spaces would not provide the required amount under the *Redevelopment Plan* and the *Planning Code*, Alternative B does not meet the parking requirements of either.

Height

At 2 stories, Alternative B meets both *Redevelopment Plan* and *Planning Code* requirements.

Rear Yard

Alternative B provides for no rear yard, and therefore would meet the requirement of the *Redevelopment Plan* but would not meet the rear yard requirement of the *Planning Code*.

Loading

Alternative B is not required to provide any loading spaces.

Open Space

Alternative B would likely provide no open space, as no balconies or decks currently exist on the site nor is there any open lot space. Most likely Alternative B would neither meet the *Redevelopment Plan* nor the *Planning Code* requirements.

Below is a chart summarizing a zoning analysis of Alternative B under the *Redevelopment Plan* and the *Planning Code*:

	<u>Alternative B</u>	<u>Redevelopment Plan</u>	<u>Planning Code</u>
<u>Density</u>	2 to 1 FAR 143 sq. ft. of lot area per Agency Room (assuming 4 Agency Rooms per unit) 571 sq. ft. of lot area per dwelling unit.	10 to 1 FAR maximum. For residential, not less than 50 sq. ft. of lot area for each Agency Room <i>Alternative B meets requirement.</i>	3.6 to 1 FAR maximum (§124) 1 dwelling unit per 600 sq. ft. of lot area (§207.4) <i>Alternative B is inconsistent with requirement.</i>
<u>Parking</u>	3,000 sq. ft. of parking space could contain 18 parking spaces, with installation of parking stackers or a puzzle-lift type of system	Residential: 1 space per unit Other office/retail: 1 space per 500 sq. ft. <i>Alternative B is inconsistent with requirement.</i>	Residential: 1 space per unit Other office/retail: 1 space per 500 sq. ft. up to 20,000 ft. (§151) <i>Alternative B is inconsistent with requirement.</i>
<u>Height</u>	2 stories (approximately 20 feet)	130 feet maximum <i>Alternative B meets requirement.</i>	130 feet maximum <i>Alternative B meets requirement.</i>
<u>Rear yard</u>	0 feet	None required. <i>Alternative B meets requirement.</i>	At least 25% of the lot depth, no less than 15 feet. (§134) <i>Alternative B is inconsistent with requirement.</i>
<u>Loading</u>	0 spaces	1-10,000 sq. ft. of ground floor area: 0 spaces required <i>Alternative B meets requirement.</i>	1-10,000 sq. ft. of ground floor area: 0 spaces (§152.1) <i>Alternative B meets requirement.</i>
<u>Open space</u>	Likely none	For residential, each unit shall have level open space of 40 sq. ft. for the first Agency Room plus 10 sq. ft. for each additional Agency Room <i>Alternative B is inconsistent with requirement.</i>	80 sq. ft. of open space per dwelling unit if private 106.4 sq. ft. of open space per dwelling unit if common (§135) <i>Alternative B is inconsistent with requirement.</i>

Page 102, the following paragraphs are added to the Description section of Alternative C, after the first paragraph:

The *Redevelopment Plan* would require that the 52 parking spaces be provided within the existing building shell. Given that there is no subterranean parking level, all parking would have to be accommodated at grade and above grade levels. It is estimated that 9 of the 52 spaces would be accommodated at grade, and that the remaining 43 spaces would need to be furnished on elevated and sloping parking decks constructed inside the existing building shell. Retaining the approximately 12-inch-thick outer walls of the existing building would inhibit the available interior space for parking when considering the additional supports and bracing needed due to the removal of the existing floor and roof structures and replacing them with sloping concrete decks, and due to the increased lateral loading imposed on the structure by the existing concrete facades.

This additional structural support would substantially increase the overall costs to design and construct the building and the resultant available space for parking would likely not be sufficient to achieve the required number of stalls. In addition, the structural grid needed to achieve the parking layout on the sloping concrete decks would be incongruous with the existing façade of the building and would require column placement within the openings of the existing façade, thus compromising the quality of the retained structure.

Aside from the additional costs needed to preserve, protect, temporarily shore, and permanently brace the existing facades, substantial additional expense would be needed to construct the interior structure of the parking decks with the existing facades in place. Certain construction technologies proven most efficient for structures of this nature (e.g. post tensioned concrete) would likely not be available due to access complications imposed by the existing facades.

Page 102, the following sentences are added to the Impacts section of Alternative C, first paragraph, on line 7 after the third sentence:

The exterior of the building would remain and the historic fabric of the façade would be refurbished and retained; however, the new construction would be inconsistent

with the Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings. Thus, while the identity of the original building would not be eliminated and the significant effect of demolition would be avoided, the building would be substantially altered.

Page 105, the following sentences are added to end of the first full paragraph, before Section D. Environmentally Superior Alternative:

The project sponsor believes that this alternative would be economically infeasible due to complications encountered in providing the structure for an above grade parking garage within the limited existing building shell coupled with the limited number of residential units that the parking would allow. The objective of providing residential units at a reasonable market price could not be met.

Page 105, the following analysis of Alternative C's compliance with the *Planning Code* is added:

Applicability of the *Planning Code* to Alternative C

Due to its location in the Western Addition A-2 project area, the project site is not currently subject to the *Planning Code*. The Agency's jurisdiction over the project area expires December 31, 2008, and beginning on January 1, 2009, the *Planning Code* will apply to Alternative C.

Zoning Comparison

Density

The *Redevelopment Plan* for the A-2 area permits a maximum 10 to 1 floor area ratio and also requires at least 50 square feet of lot area for each agency room. The *Planning Code* provides a maximum 3.6 to 1 floor area ratio and also requires at least 600 square feet of lot area for each unit. Alternative C provides a 9 to 1 floor area ratio, 61 square feet of lot area per agency room and 245 square feet of lot area per dwelling unit. Alternative C meets the requirements of the *Redevelopment Plan*, but does not meet the *Planning Code* requirements. While the 49 dwelling units in Alternative C would be allowed under the *Redevelopment Plan*, only 20 units would be allowed under the *Planning Code*.

Parking

Alternative C could potentially provide up to 156 total parking spaces, without a driving corridor to ingress and egress. Alternative C would easily meet the parking requirements of both the *Redevelopment Plan* and the *Planning Code*.

Height

At 9 stories, Alternative C meets both requirements.

Rear Yard

Alternative C provides for no rear yard, and therefore would meet the requirement of the *Redevelopment Plan* but would not meet the rear yard requirement of the *Planning Code*.

Loading

Alternative C is not required to provide any loading spaces.

Open Space

It is unclear how much open space Alternative C would provide. If it provided adequate open space through private balconies in dwelling units, as done in the proposed project, Alternative C could meet not only the *Redevelopment Plan* requirement, but also the *Planning Code* requirement.

Below is a chart summarizing a zoning analysis of Alternative C under the *Redevelopment Plan* and the *Planning Code*:

	<u>Alternative C</u>	<u>Redevelopment Plan</u>	<u>Planning Code</u>
<u>Density</u>	<u>9 to 1 FAR</u> <u>61 sq. ft. of lot area per Agency Room (assuming 4 Agency Rooms per unit</u> <u>245 sq. ft. of lot area per dwelling unit.</u>	<u>10 to 1 FAR maximum</u> <u>For residential, not less than 50 sq. ft. of lot area for each Agency Room</u> <u>Alternative C meets requirement.</u>	<u>3.6 to 1 FAR maximum (\$124)</u> <u>1 dwelling unit per 600 sq. ft. of lot area (\$207.4)</u> <u>Alternative C is inconsistent with requirement.</u>

	<u>Alternative C</u>	<u>Redevelopment Plan</u>	<u>Planning Code</u>
<u>Parking</u>	<u>22,500 sq. ft. of parking space could contain 156 parking spaces, with no driving corridor</u>	<u>Residential: 1 space per unit</u> <u>Other office/retail: 1 space per 500 sq. ft.</u> <u>Alternative C meets requirement.</u>	<u>Residential: 1 space per unit</u> <u>Other office/retail: 1 space per 500 sq. ft. up to 20,000 ft. (§151)</u> <u>Alternative C meets requirement.</u>
<u>Height</u>	<u>9 stories (approximately 90 feet)</u>	<u>130 feet maximum</u> <u>Alternative C meets requirement.</u>	<u>130 feet maximum</u> <u>Alternative C meets requirement.</u>
<u>Rear yard</u>	<u>0 feet</u>	<u>None required.</u> <u>Alternative C meets requirement.</u>	<u>At least 25% of the lot depth, no less than 15 feet. (§134)</u> <u>Alternative C is inconsistent with requirement.</u>
<u>Loading</u>	<u>0 spaces</u>	<u>1-10,000 sq. ft. of ground floor area: 0 spaces required</u> <u>Alternative C meets requirement.</u>	<u>1-10,000 sq. ft. of ground floor area: 0 spaces (§152.1)</u> <u>Alternative C meets requirement.</u>
<u>Open space</u>	<u>Unclear</u>	<u>For residential, each unit shall have level open space of 40 sq. ft. for the first Agency Room plus 10 sq. ft. for each additional Agency Room.</u> <u>Alternative C may or may not meet requirement.</u>	<u>80 sq. ft. of open space per dwelling unit if private</u> <u>106.4 sq. ft. of open space per dwelling unit if common (§135)</u> <u>Alternative C may or may not meet requirement.</u>

